
Prepared for



City of Rockville

Development Impact Fee Study

Prepared by



**Municipal & Financial
Services Group**
906-A Commerce Road
Annapolis, MD 21401
410.266.9101

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APPENDICES

Appendix A. City of Rockville Development Impact Fee Model consisting of the following schedules:

Schedule 1 - Capital Improvement Projects

Schedule 2 - Demographics

Schedule 3 - Public Safety

Schedule 4 - Refuse

Schedule 5 - Transportation And Streets

Schedule 6 - Water

Schedule 7 - Wastewater

Schedule 8 - Recreation And Parks - Open Spaces And Facilities

Schedule 9 - Stormwater

Schedule 10 - General Government Facilities

Schedule 11 - Summary

Schedule 12 - Comparisons

Schedule 13 - Development Impact Fees Cash Flow

Schedule 14A - Capital Improvement Plan Gap Analysis - Facilities & Land

Schedule 14B - Capital Improvement Plan Gap Analysis - Vehicles

Appendix B. City of Rockville Linkage Fee Comparison Memorandum

A. EXECUTIVE SUMMARY

This report was prepared to summarize the work performed by the Municipal & Financial Services Group (MFSG) during the development impact fee study authorized by the City of Rockville.

The City of Rockville incurs capital costs to build infrastructure needed to support growth. The Municipal & Financial Service Group was retained by the City of Rockville, Maryland to evaluate potential development impact fee funding to meet the demands placed on the City as a result of growth. MFSG was asked to review the following eleven types of capital investment categories: public safety, general government, parks and recreation, transportation, refuse, stormwater, affordable housing, water, wastewater, schools and fire/EMS. The detailed report presents the methodology, evaluation of each capital investment category, implementation considerations and comparisons with other communities.

1. Conclusions

The following conclusions were developed during the course of the development impact fee analysis for the City.

- Based on review of the various facilities constructed or planning to be constructed by the City it is apparent that Rockville has invested or plans to invest significant funds in its facilities, which will benefit new development within the City. There is a reasonable basis for charging development impact fees for a number of facilities within some of the major categories of infrastructure. On the following page, Tables 1 and 2 present the maximum legally defensible calculated costs by development type for each of the categories of investment.

Table 1. Development Impact Fee Summary

	Public Safety	Recreation and Parks	Stormwater	General Government	Total
Residential (Per Household)					
Single Family Detached	\$ 115	\$ 1,711	\$ 361	\$ 784	\$ 2,610
Single Family Attached	\$ 103	\$ 1,524	\$ 322	\$ 698	\$ 2,326
Multifamily/ Other	\$ 83	\$ 1,230	\$ 259	\$ 563	\$ 1,876
Non-Residential (Per 1,000 Square Feet)					
Retail	\$ 76	\$ 582	\$ 123	\$ 315	\$ 973
Office	\$ 121	\$ 931	\$ 197	\$ 505	\$ 1,557
Industrial	\$ 67	\$ 517	\$ 109	\$ 280	\$ 865
Other	\$ 61	\$ 466	\$ 98	\$ 252	\$ 778

Water and wastewater development impact fees are shown below in the following table; these fees are levied pertaining to meter size, as opposed to development unit type.

Table 2. Water and Wastewater Development Impact Fees by Meter Size

Meter Size (inches)	Water	Wastewater
1	\$ 5,898	\$ 5,900
1 1/2	\$ 11,796	\$ 11,800
2	\$ 18,873	\$ 18,900
3	\$ 37,746	\$ 37,900
4	\$ 58,978	\$ 59,200
6	\$ 117,956	\$ 118,400
8	\$ 188,730	\$ 189,400
10	\$ 283,095	\$ 284,100

- The City already has mechanisms in place to collect the capital costs associated with constructing refuse infrastructure.
- The City does not have the ability to realistically expand its road network to handle growth. The modest investment in expanding the road network does not produce a transportation development impact fee that would be material in amount.
- It is fairly clear that new commercial development within the City creates a demand for affordable housing for employees. It also appears that there is not a sufficient supply of affordable housing within the City to house these employees. However, the City currently does not fund affordable housing within the City, a necessary requirement for the establishment of any form of an impact fee. To impose an impact fee, the City must incur a capital cost related to the fee.
- As laid out in the City's Adequate Public Facilities Ordinance, Rockville has established levels of service for schools, fire and emergency medical services higher than those established by Montgomery County. However, since the City of Rockville does not provide any of these services and does not have any physical assets or infrastructure pertaining to any of these services on which it can base an impact fee, the City cannot levy an impact fee for these services. By not imposing an impact fee for these services the City may also avoid any potential lawsuits from the implementation of these fees based on any absence of rational nexus or rough proportionality.
- The City of Rockville is almost entirely built-out, and there is very little land available for expansion. The majority of growth within the City over the next ten years is expected to occur as redevelopment (new construction on a site with pre-existing uses). While the City has identified in its capital improvement plan vehicles and facilities needed to accommodate growth, additional funding will be required to maintain adequate levels of service for future years.

2. Recommendations

The following recommendations were developed during the course of the development impact fee analysis for the City.

- Based on the data available to MFSG, we recommend that the City of Rockville impose the maximum legally defensible development impact fees to recover the capital costs of providing public safety, general government, park and recreation, stormwater and refuse infrastructure to new development in the City. In addition, we recommend that the City continue to charge new customers to the water and wastewater systems impact fees based on meter size. The maximum defensible fees are shown in the previous two tables.
- We recommend that the City implement the maximum legally defensible fees by development type as shown in the previous tables.
- These fees should be imposed immediately to capture revenues associated with current construction. We recommend that the City collect impact fees on a development at the time of application of building permit.
- The City should account for revenues received from impact fees properly to ensure that the funds are used exclusively for growth-related capital expenses for the categories of infrastructure mentioned in this study.
- We recommend that the City not implement development impact fees for refuse. The City already has a mechanism in place to collect the capital cost of providing refuse infrastructure.
- We recommend that the City not implement development impact fees for transportation. The modest fee calculated for transportation does not warrant implementation and does not adequately represent the true cost of providing new transportation infrastructure of which the City is unlikely to construct to accommodate growth.
- We recommend that the City not pursue the implementation of the impact fees for schools and fire/EMS since the City does not provide these services and would not be able to meet the rational nexus test.
- We recommend that the City consider alternative means for funding affordable housing in the City. A cursory review of an impact fee for affordable housing presented several obstacles to calculating such a fee and would most likely produce very limited results in terms of its ability to fund a substantial supply of affordable housing in the City.
- We recommend that Rockville review and revise development impact fees every three to five years, taking into consideration any projects within the CIP that may be required due to growth within the City.
- We recommend that Rockville continue its efforts to attain authority to levy building excise taxes. Excise taxes are less restrictive than impact fees, as they can be set at any

reasonable level and a geographic nexus between where the fee is collected and where it is spent is not required.

- We recommend that the City take into consideration current economic conditions within the Rockville area when determining whether or not to adopt any or all of the proposed development impact fees within this report. The study process for this report took place over a period of approximately two years. During this time, the nation as well as the Rockville area has experienced a great deal of economic change. Adoption of the fees is a policy decision that should take into consideration many factors including the current economic conditions. No matter the decision made by the City, the report and model developed for the study will serve to illustrate what it costs to provide City services to new development and will be instrumental in assisting Rockville with fiscal impact analysis, growth forecasting and developer negotiations.

B. BASIS FOR THE STUDY

1. Background

Rockville is the second-largest city in the State of Maryland, with a current population of approximately 62,000. The land area of the City is about fourteen square miles, and the City is largely “built out.” A considerable portion of current construction that occurs in the City is redevelopment of existing property (sometimes with higher density development, reflecting the high value of the underlying land) or infill of the relatively small amounts of undeveloped land within the City’s boundaries.

The City of Rockville has grown from a small suburban community to an urban center over a period of less than fifty years. Along with that growth has come a major challenge: how to preserve the character of the community while providing adequate services to the much-larger population of the City. Integral to the issue of providing service to its citizens is the issue of how to pay for the facilities (whether more facilities or larger facilities) necessitated by the larger population. The issue of paying for growth is a contentious one, an issue for which there is no “right” or “wrong” answer from a theoretical point of view. Each community must decide for itself how to meet the financial challenges that come from growth by selecting from among the legal tools and revenue mechanisms to fund the capital and operating costs of facilities driven by growth.

The City is interested in crafting a set of development impact fees that will be compatible with its existing Adequate Public Facility Ordinance (APFO). The intention of the development impact fee is to recover the growth-related capital costs of facilities (or portions of facilities) built to serve growth, thereby minimizing the fiscal impact of growth on existing residents and businesses. The City realizes that the amounts of development impact fees collected may be relatively modest, reflecting the high proportion of buildable land in the City that has already been developed, and that impact fees can be imposed only on “new” growth, not on “one-for-one” replacement structures.

2. Scope of Work

The scope of services set forth in the contract between the City of Rockville and the Municipal and Financial Services Group specifies several related tasks:

1. Identify the various categories of fees to be developed and the policy issues related to each of the service categories.
2. Develop an Excel model to identify the capital costs incurred by the City to provide services to its property owners, develop a unit costs of capacity for each category and apply these unit costs to those demanding the services (demand units) resulting in the maximum defensible development impact fees by service category.
3. Document the development impact fee analysis with comparisons of development impact fees from other localities and develop an estimate of annual cash flows from the recommended fees.

The following report documents the analysis completed to calculate the development impact fees as described in the scope of work.

3. Methodology

Impact fees offset the cost of expansion of infrastructure or government facilities required to be built to support new development. For an impact fee to be valid, it must satisfy two conditions: “rational nexus” and “rough proportionality”. First, there must be a need for additional facilities or expanding infrastructure as impacted by development. Second, there must be a fair and equitable connection between the fee charged to and the benefit received.

The two Supreme Court cases of *Nollan v. California Coastal Commission* (1987) 483 U. S. 825 and *Dolan v. City of Tigard* (1994) 512 U. S. 374 set forth the constitutional requirements of rational nexus and "rough proportionality", respectively.

Built upon this “rough proportionality” condition, a municipality may only charge an impact fee for capital projects that will benefit growth (new development), pertaining to services provided by the municipality.

There are three broad methods to calculating impact fees, with an infinite number of variations on these approaches:

- Incremental Replacement Method – When a community no longer has any capacity to serve new customers and is in the process of constructing new capacity, the impact fees can be calculated based on this next increment of capacity. The method uses the current level of service and calculates the impact fee on the incremental cost of providing that service to new development.
- Buy-In Method – When a community has additional capacity to accommodate new customers, calculating an impact fee based upon the buy-in method is appropriate. The method calculates the amount of available capacity that can be utilized by new development.
- Plan-Based Method – When a community has growth related projects clearly outlined within a capital improvements plan, the plan-based method of cost calculation is appropriate.

Within a community, all three of the approaches may be used depending upon the evaluation of the current capacity within each facility or category of facilities for which an impact fee is being calculated.

a. Functional Population

The capital costs used to determine development impact fees need to be allocated between residential and non-residential development. Splitting costs is typically achieved by taking the proportion of residential costs based on population to non-residential costs based on jobs. However, a more comprehensive method of allocating costs between residential and non-residential is using functional population. Functional population yields a residential/non-residential allocation based on hours per day spent at home for those who live in Rockville (residential) and spent at work for those who work in Rockville (non-residential). Many of the development impact fees calculated for the City of Rockville were allocated proportionately based on functional population. The table below allocates hours per day for Rockville based on population and jobs data from the 2000 US Census. The population and jobs data from the 2000 US Census used for functional population is the latest data available for this analysis; this data will not be updated until the 2010 US Census. The functional population analysis uses percentage allocations and not actual numbers. While City staff believe that the residential/non-residential population ratio in Rockville has decreased since 2000 as job growth in the City has increased, data beyond the 2000 US Census is not available to support this assumption at the present time.

Table 3. Functional Population

	FY 00	Individual Hours Per Day	Total Hours per Day
Residential			
Rockville Population	47,388		
Not working	23,500	24	564,000
Working*	23,888		
Inside Rockville*	5,414	16	86,624
Outside Rockville*	18,474	16	295,584
Subtotal			946,208
Residential Allocation			66%
Non-Residential			
Jobs in Rockville**	60,565		
Rockville Population	5,414	8	43,312
Non-Rockville Population	55,151	8	441,208
Subtotal			484,520
Non-Residential Allocation			34%
Total			1,430,728

*Table P27 from SF3 of Census 2000

**Census Transportation Planning Package 2000, Part 2, Table 010 for Federal Information Processing Standard place code 67675 (Rockville)

For the residential population in Rockville, those not working are considered at home all day (24 hours) and those who work are considered at home for 16 hours per day (with 8 hours spent at work). For the non-residential population in Rockville, those working in Rockville who also live in Rockville and those working in Rockville yet do not live in Rockville are considered at work 8

hours per day. Multiplying population by individual at home hours and jobs by individual at work hours gives us a residential to non-residential allocation for how costs should be applied to new development.

b. Geography

Prior to the calculation of development impact fees it is important to consider the geographical areas that will be subject to the fees and whether or not different fees will be imposed within the same community. Occasionally a community will be subdivided with different impact fees applied in different areas of the same community. However, a clear difference in the availability of service or level of service between various areas of the community must be evident. Typically unless a very strong case for different impact fees within the same community is made, community-wide fees are preferable due to the administrative burden of accounting for different fees. Based on discussions with the City staff, the City currently provides fairly homogenous service in the impact fee categories considered for this study across the entire City. The City is only 14 square miles in areas with a good transportation network so that citizens have reasonable access to all facilities the City offers. Since there is not a strong case for different impact fees within various subdivisions of the City, the analysis considers the entire City as one service area.

C. PUBLIC SAFETY

The City of Rockville provides public safety for its residents and visitors in the form of police protection. The City does not provide fire and EMS services which are provided by Montgomery County. The City of Rockville Police Department operates from four locations, with the main location currently within City Hall. The other major capital assets within the department include 66 police vehicles of various types. Currently there are 57 police officers and 39 civilian positions within the department, serving a population of more than 62,000. There are approximately 0.92 City police officers per 1,000 residents. The national average range of police officers per 1,000 residents is between 1.0 and 3.0. The department has concurrent jurisdiction with the Montgomery County Police Department. The City handles 72% of patrol calls. The County has 1,100 police officers serving 1 million residents for a ratio of 1.1 officers per 1,000 residents. Discussions with the City Chief of Police revealed that the City's police department is operating about or at capacity. The City will be required to add officers as the population continues to grow. The City plans on moving the police department to the Old Rockville Post Office, which has been deeded at no cost to the City by the Federal Government. The building has a capacity of 11,415 square feet which will be the adequate capacity for the current police department. A 9,300 square foot annex is also being constructed, which will increase the capacity of the police department space.

As there will be an additional 9,300 square feet of capacity for the police department, the buy-in method of calculating the cost of expansion is used. The City estimates it costs \$250 per square foot to build a new facility and \$50 to outfit that facility (furniture, etc.). This yields a total estimated cost of \$2.79 million for the annex.

Table 4. Public Safety Facility Buy-in Cost

New Police Facility	Square Feet
Capacity (New Police Facility)	11,415
Population and Employee Usage	0.080
Additional Capacity (New Police Facility Annex)	9,300
Additional Population and Employees that can be served annually from Available Excess Capacity	115,648
Cost Allocated to Additional Capacity (Annex)	\$ 2,790,000
Subtotal New Police Facility Annex Cost per Resident/Employee	\$ 24.12

The police department utilizes other capital assets while performing its duties, including numerous vehicles. The department does not maintain excess capacity (spare vehicles) and therefore the incremental cost method is used for vehicles. The replacement costs for public safety vehicles currently owned by the City are depicted as Table 5 below.

Table 5. Public Safety Vehicles Incremental Replacement Cost

Vehicles	Units	Average Unit Price	Replacement Cost
Sedan	5	\$ 13,400	\$ 67,000
Police	48	\$ 22,854	\$ 1,096,992
LD Truck	1	\$ 100,000	\$ 100,000
Total	54		\$ 1,263,992
Equipment	8	\$ 23,000	\$ 184,000
Total Vehicles and Equipment Replacement Cost			\$ 1,447,992

The sum of the replacement costs of vehicles and equipment (\$1,447,992) represents the cost of providing vehicles and equipment to serve the current population of Rockville. The City provides public safety to both residents of the City as well as commercial properties. Therefore the costs must be allocated between the two. The costs of the public safety development impact fee are allocated based on functional population (Table 6) while the demand units are allocated based on estimated population and employee data for FY09 (Table 7).

Table 6. Public Safety Cost Allocation

	FY 00	Percentage
Hours per Day (Residential)	946,208	66%
Hours per Day (Non-Residential)	484,520	34%
Total	1,430,728	100%

Table 7. Public Safety Demand Allocation

	FY 09
Population (Residential)	61,966
Employees (Non-Residential)	79,982
Total	141,948

Applying the cost allocation and demand units to the replacement cost of the public safety capital assets results in the cost per resident and cost per employee. Table 8 demonstrates the calculation.

Table 8. Public Safety Cost Allocation

	FY 09
Residential	
Costs allocated to Residential (66%)	\$ 957,625
Population (Demand Units)	61,966
Residential Cost per Person	\$ 15.45
Non-Residential	
Costs allocated to Non-Residential (34%)	\$ 490,367
Employees (Demand Units)	79,982
Non-Residential Cost per Employee	\$ 6.13

Adding the New Police Facility Annex Cost per resident/employee to the residential cost per person and non-residential cost per employee and multiplying the residential cost per person by persons per households and multiplying the non-residential cost per employee by employees per 1,000 square foot of non-residential space gives the public safety development impact fee for respective unit types as shown in the following Table 9.

Table 9. Public Safety Development Impact Fees

Residential	Persons per Household	Development Impact Fee
Single Family Detached	2.92	\$ 115
Single Family Attached	2.60	\$ 103
Multifamily/ Other	2.10	\$ 83
Non-Residential	Employees per 1,000 Square Feet	Development Impact Fee*
Retail	2.50	\$ 76
Office	4.00	\$ 121
Industrial	2.22	\$ 67
Other	2.00	\$ 61

**Per 1,000 Square Feet; ITE Land Use Codes: Retail - 820, Office - 710, Industrial - 110*

D. REFUSE

The City of Rockville operates a recycling/refuse division, which is responsible for collection, processing, recycling and disposal of residential refuse. The City does not provide refuse service to non-residential properties within the City. The City provides and charges for once a week recycling and refuse collection in the Phase 1 area of the City and twice a week recycling and refuse collection in the rest of the City. The City provides refuse service to approximately 13,800 of the 24,700 households within the City. The major capital assets utilized by the City to provide refuse and recycling service include refuse and recycling carts, vehicles and equipment. Since methods for collecting the capital costs associated with refuse infrastructure are already in place, the City should not implement a development impact fee for refuse. However the calculation of the fee is completed below.

Since refuse service is provided to only a percentage of the City's residential properties, the only demand units needed to calculate the development impact fee is the number of households receiving refuse service.

Table 10. Refuse Demand Allocation

	FY 09
Households Receiving Refuse Service	13,796

The major asset class for refuse considered in the analysis includes the refuse vehicles. The City does not have excess capacity in its refuse vehicles and equipment. Therefore the incremental cost method was used to calculate the cost for these assets. Refuse vehicle and equipment (leaf collectors, packers and other various refuse machinery) replacement costs are as follows:

Table 11. Refuse Vehicles and Equipment Replacement Cost

Vehicles	Units	Average Unit Price	Replacement Cost
Sedans	2	\$ 15,500	\$ 31,000
LD Trucks	3	\$ 27,000	\$ 81,000
MD Trucks	1	\$ 49,000	\$ 49,000
HD Trucks	16	\$ 180,000	\$ 2,880,000
Total	22		\$ 3,041,000
Equipment	13	\$ 50,423	\$ 655,499
Total Vehicles and Equipment Cost			\$ 3,696,499
Households Receiving Refuse			13,796
Subtotal Vehicles and Equipment Residential Cost per Household			\$ 267.94

Multiplying the cost per household by a unit factor based on persons per households provides the refuse development impact fee for residential unit types provided in the table below.

Table 12. Refuse Development Impact Fees

Total Cost per Household			\$	268
Residential	Persons per Household	Unit Factor	Development Impact Fee	
Single Family Detached	2.92	1.00	\$	268
Single Family Attached	2.60	0.89	\$	239
Multifamily/ Other	2.10	0.72	\$	193

Since refuse and recycling service is not provided to all residential development types (some multi-family developments do not have access to refuse service), only those developments which have access to the service should have to pay the refuse development impact fee.

MMSG recommends that the City not apply the calculated refuse development impact fee since cost recovery methods are already in place for capital projects.

E. TRANSPORTATION AND STREETS

The City of Rockville encompasses approximately 14 square miles of land with an existing road network that the City's 2002 adopted Comprehensive Master Plan calls "essentially complete" with "little room for expansion of the current roadway system."

The transportation and streets development impact fee is based on the number of trips residential and non-residential unit types generate in a given day, known as weekday vehicle trips. A vehicle trip is based on both the entering and exiting trip ends of a unit type by a vehicle. To avoid double counting, the entering and exiting trip ends are adjusted and counted as 50% of a trip. A weekday vehicle trip is the average weekday vehicle trip generation rate during a 24-hour period from Monday to Friday. Weekday trips are calculated from the 7th Edition of Trip Generation published by the Institute of Transportation Engineers. The informational report provides trip generation rates for an extensive amount of development types compiled from trip generation studies.

Table 13 below depicts the weighted percentage distribution of residential types (single family detached, single family attached, multifamily) multiplied by their respective weekday trips per unit and primary trip percentage (explained in the next paragraph). Multiplying these values by total FY09 households (23,390) gives total residential weekday trips as shown in Table 15.

To accommodate for Rockville residents who work outside of the City, a residential primary trip percentage is calculated. The 62% shown in the table is found by adding 50% (to avoid double counting for both entering and exiting trips) to the 77% of the working population of Rockville who work inside Rockville (from Table P27 of SF3 of Census 2000) multiplied by 50% (half of all vehicle trips) of the 31.2% of vehicle trips per driver that are work trips (Table 29 of 2001 National Housing Travel Survey Summary of Travel Trends).

Table 13. Residential Weekday Vehicle Trips Inputs

Residential Dwelling Type	Weekday Trips per Unit*	Weighted Percent Distribution**	Primary Trip Percentage ***
Single Family Detached	9.57	55%	62%
Single Family Attached	5.86	16%	62%
Multifamily/ Other	6.72	28%	62%

**Average trip rates from Trip Generation, 7th Edition*

***Percent of weighted unit totals multiplied by the respective population factor (e.g., Single Family Detached weighted unit type was calculated by multiplying the population factor of 2.915 persons per household by 11,005 single family units, resulting in 55% of total residential weighted unit types)*

****Calculated using data from Table P27 of SF3 of Census 2000 and data from Table 29 of 2001 National Housing Travel Survey Summary of Travel Trends*

Non-residential weekday trips in Table 15 have been calculated using total square feet of non-residential unit type (number of jobs by unit type multiplied by square feet per employee (or job) and primary trip percentage. The non-residential primary trip percentage of 25% for retail developments is found by multiplying 50% (half of all stops to retail establishments are pass by trips and not destination trips) by 50% (half of all trips). Office primary trip percentages are simply half of all trips (the trip to work and the trip back should not count as two separate trips).

Table 14. Non-Residential Weekday Vehicle Trips Inputs

Non-Residential Type	Jobs*	Square Feet per Employee**	Total Square Feet	Primary Trip Percentage
Retail	64,941	400	25,976,303	25%
Office	12,577	250	3,144,231	50%
Industrial	5,563	450	2,503,350	50%
Other	10,164	500	5,082,227	50%

**Estimates provided by the City of Rockville Community Planning and Development Services Department*

***Derived from Metropolitan Washington Council of Governments (COGS)*

The table below totals weekday vehicle trips for residential and non-residential types as calculated above.

Table 15. Transportation and Streets Demand Allocation

Weekday Vehicle Trips	FY 09
Residential	118,459
Retail	63,002
Office	9,489
Industrial	9,299
Other	18,931
Non-Residential	100,721
Total	219,181

Since capital projects pertaining to transportation and streets have been laid out in the capital improvements plan, the transportation and streets development impact fee was calculated using a plan based cost method as depicted below. Dawson Avenue is being increased 600 feet with two travel lanes being added for a total of 1,200 lane feet, or 0.23 lane miles. Maryland Avenue is being increased 650 feet with two travel lanes also being added for a total of 1,300 lane feet, or 0.25 lane miles. The cost of these two improvements is \$11.20 million (\$16.43 million per lane mile for Dawson Avenue and \$30.33 million per lane mile for Maryland Avenue). Dividing the cost of each project by total weekday vehicle trips gives a cost per weekday trip of \$17.03 for Dawson Avenue and \$34.07 for Maryland Avenue.

Table 16. Transportation and Streets Plan-Based Cost

	Feet Increased	Travel Lanes Added	Travel Lane Feet Added	Travel Lane Miles Added
Dawson Avenue	600	2	1,200	0.23
Maryland Avenue	650	2	1,300	0.25
Total			2,500	0.47
		Cost	Cost per Lane Mile	Cost per Weekday Trip
Dawson Avenue		\$ 3,733,333	\$ 16,426,667	\$ 17.03
Maryland Avenue		\$ 7,466,667	\$ 30,326,154	\$ 34.07
Total				\$ 51.10

Transportation and streets impact fees are calculated in Table 17.

Since vehicles utilized for transportation and streets responsibilities are also used for other governmental departments and tasks, replacement costs of these vehicles have not been identified for the transportation and streets impact fee but have been allocated to the general government impact fee which is calculated later in this report.

The total cost per weekday trip multiplied by the number of weekday trips by unit type and primary trip percentage equals the development impact fee for the respective development type. As the number of weekday trips varies by the size (in square feet) of the non-residential development, development impact fees are calculated for various size facilities.

Table 17. Transportation and Streets Impact Fees

	Weekday Trips	Primary Trip Percentage	Development Impact Fee*
Residential			
Single Family Detached	9.57	62%	\$ 304
Single Family Attached	5.86	62%	\$ 186
Multifamily/ Other	6.72	62%	\$ 213
Non-Residential			
Retail			
25,000 Sq. Ft. or less	110.32	25%	\$ 1,409
25,000 to 50,000 Sq. Ft.	86.56	25%	\$ 1,106
50,000 to 75,000 Sq. Ft.	75.10	25%	\$ 959
75,000 to 100,000 Sq. Ft.	67.91	25%	\$ 868
100,000 to 200,000 Sq. Ft.	53.28	25%	\$ 681
200,000 to 300,000 Sq. Ft.	46.23	25%	\$ 591
Office			
25,000 Sq. Ft. or less	18.35	50%	\$ 469
25,000 to 50,000 Sq. Ft.	15.65	50%	\$ 400
50,000 to 75,000 Sq. Ft.	14.25	50%	\$ 364
75,000 to 100,000 Sq. Ft.	13.34	50%	\$ 341
100,000 to 200,000 Sq. Ft.	11.37	50%	\$ 291
200,000 to 300,000 Sq. Ft.	10.36	50%	\$ 265
Industrial	6.97	50%	\$ 178
Other	6.97	50%	\$ 178

*Per 1,000 Square Feet; ITE Land Use Codes: Single Family Detached - 210, Single Family Attached - 230, Multifamily - 220, Retail - 820, Office - 710, Industrial/Other - 110

Montgomery County increased the County's transportation development impact fee to approximately \$6,300 for a single-family home not located at a Metro Station. The level of this fee demonstrates the amount of capital investment the County is required to invest in its transportation infrastructure to accommodate growth in the County. When compared to the County's impact fee, the City's calculated development impact fees for transportation in Table 17 are relatively low.

MFSG recommends that the City not apply the calculated transportation development impact fee for several reasons:

- The calculated impact fee ranging from \$178 to \$1,409 per 1,000 square feet of non-residential development is relatively low when compared to that of Montgomery County because it was calculated based on two street expansion projects and does not include incremental facility or vehicles costs (vehicle costs

are included in the general government impact fee). Enormous amounts of new construction would be required to generate any significant amount of revenue from such a fee;

- The collected transportation impact fee would be recommended to be spent on new capital transportation projects within six to eight years of collection, further minimizing the amount that could be collected before local law required it be spent;
- The City currently regulates new development under an adopted adequate public facilities ordinance (APFO) that includes a transportation component that involves project review, level of service (LOS) testing with resulting pass/fail determination and the ability for City to exact transportation improvements from developers (even if the development passes the LOS test and/or the developer provides major transportation mitigation to build or pay for a development) if the development fails LOS test;
- Potential legal challenges due to the fact that Montgomery County currently applies a transportation impact fee countywide for County roads, creating the appearance of, if not real potential for, government double taxing.
- Through a memorandum of understanding, the City currently receives a portion of the County's transportation impact fee revenue to be used for approved City transportation projects.

F. WATER

During the water and wastewater rate and cost of service study completed by MFSG for the City of Rockville in February 2006, MFSG calculated water development impact fees (called capital contribution fees in the rate study). For this study, the calculation of these fees has been updated to reflect current capital improvement plan data.

In order to calculate water development impact fees, the current capacity of the water system must be defined. With a peak day design capacity of 8.20 mgd (million gallons per day), average day production of 5.20 mgd and a peak day equivalent dwelling unit (EDU) consumption of 389 gallons per day, the water system can support 21,057 EDUs.

Table 18. Water Demand Units

	FY 09
Peak Day Permit Capacity of System (mgd)	8.20
Average Day Production (mgd)	5.20
Peak Day Production (mgd)	8.10
Peaking Factor	1.56
Average Day EDU Consumption (gpd)	250
Peak Day EDU Consumption (gpd)	389
Design Capacity System EDUs	21,057

Since there is available capacity within the water system, the buy-in method is used for calculating costs. For water, growth related costs that will be debt funded (principal plus debt and administrative expenses) and those that will be paid with cash on hand are added to the historical cost of the water system. Existing principal on debt (which is included in the historical costs of the system) and contributed property (donations from developers) are subtracted to equal a net cost of the water system as shown in the table below:

Table 19. Water Buy-in Cost

Total Cost to be Debt Funded – Principal (FY 09 – FY 13)	\$ 11,222,800
Admin Fees (4.0% of debt service)	\$ 448,912
Debt Service (4.5% over a 20 period)	\$ 17,945,524
Historical Cost of Water System (FY 08 value of plant and equipment)	\$ 36,134,208
Cash Funded Projects	\$ 28,047,750
Total Cost of Water System	\$ 82,127,482
Less: Existing Principal on Debt	\$ (24,111,471)
Less: Contributed Property	\$ (8,340,382)
Net Cost of Water System	\$ 49,675,629

Dividing the net cost of the water system by the number of EDUs the system was designed to handle gives a development impact fee of \$2,359. Water impact fees are calculated per meter size based on the equivalence of a 5/8-inch meter as shown below. While an impact fee has been calculated for 5/8-inch and 3/4-inch meters, the City requires that all connection to the water system be at a minimum of 1-inch.

Table 20. Water Development Impact Fees

Meter Size (inches)	Equivalent	Development Impact Fee
5/8	1.00	\$ 2,359
3/4	1.50	\$ 3,539
1	2.50	\$ 5,898
1 1/2	5.00	\$ 11,796
2	8.00	\$ 18,873
3	16.00	\$ 37,746
4	25.00	\$ 58,978
6	50.00	\$ 117,956
8	80.00	\$ 188,730
10	120.00	\$ 283,095

G. WASTEWATER

MFSG also calculated wastewater development impact fees for the water and wastewater rate and cost of service study conducted for the City of Rockville. In this section, wastewater impact fees have been updated in the same manner as water fees in the previous section.

To calculate wastewater development impact fees, the current capacity of the wastewater system must be defined. The wastewater system has an average day design capacity of 9.31 mgd and average day flow of 6.31 mgd. The system can support 37,240 EDUs.

Table 21. Wastewater Demand Units

	FY 09
Average Day Design Capacity of System (mgd)	9.31
Average Day Flow (mgd)	6.31
Average Day EDU Production (gpd)	250
Design Capacity System EDUs	37,240

The wastewater development impact fee is also calculated using the buy-in method. For wastewater, growth related costs that will be debt funded (principal plus debt and administrative expenses) and those that will be paid with cash on hand are added to the historical cost of the wastewater system. This amount less existing principal on debt and contributed property equals the net cost of the wastewater system shown below:

Table 22. Wastewater Buy-in Cost

Total Cost to be Debt Funded – Principal (FY 09 – FY 13)	\$ 0
Historical Cost of Wastewater System (FY 08 value of plant and equipment)	\$ 32,438,162
Cash Funded Projects	\$ 13,053,500
Total Cost of Wastewater System	\$ 45,491,662
Less: Existing Principal on Debt	\$ (18,697,698)
Less: Contributed Property	\$ (7,190,203)
Net Cost of Wastewater System	\$ 19,603,761

Dividing the net cost of the wastewater system by the number of EDUs the system was designed to handle gives a development impact fee of \$526. As the current wastewater development impact fee previously calculated is set at an adequate amount for what it costs to provide wastewater service to new customers, the fee does not need to be increased. Wastewater impact fees for various meter sizes are below. As with water, the City of Rockville requires at least a 1-inch wastewater meter for all new development.

Table 23. Wastewater Development Impact Fees

Meter Size (inches)	Equivalent	Development Impact Fee
5/8	1.00	\$ 2,360
3/4	1.50	\$ 3,540
1	2.50	\$ 5,900
1 1/2	5.00	\$ 11,800
2	8.00	\$ 18,900
3	16.00	\$ 37,900
4	25.00	\$ 59,200
6	50.00	\$ 118,400
8	80.00	\$ 189,400
10	120.00	\$ 284,100

H. RECREATION AND PARKS

The City of Rockville recognizes the importance recreation and parks plays in the quality of life of a community. The Recreation and Parks Department has maintained an exemplary level of service pertaining to active parkland, passive parkland and natural areas. According to the City of Rockville's Comprehensive Master Plan, as of 2002 the City had 18 acres of parkland per 1,000 residents. According to the nonprofit, The Trust for Public Land (TPL), the average parkland per 1,000 residents for high population density cities (such as Rockville) was 6.1 acres in 2007. The City currently has an estimated 13 acres of parkland per 1,000 residents, still well above the national average.

While it is somewhat uncommon to allocate and charge recreation and parks impact fees to both residential and non-residential development, through discussions with the City, it was decided that all development should pay its fair share for use of Rockville's extensive recreational facilities and open space network; typically, only residential development is levied the fee under the misconception that residents are the only users of recreational facilities and parks. All residents and those working with the City of Rockville have access to the many parks and recreational facilities (many being utilized for after work sports leagues and other activities) located throughout the City.

As with the public safety development impact fee, the costs of the recreation and parks development impact fee are allocated based on functional population (Table 24) and the demand units are based on estimated population and employee data for FY09 (Table 25).

Table 24. Recreation and Parks Cost Allocation

	FY 00	Percentage
Hours per Day (Residential)	946,208	66%
Hours per Day (Non-Residential)	484,520	34%
Total	1,430,728	100%

Table 25. Recreation and Parks Demand Allocation

	FY 09
Population (Residential)	61,966
Employees (Non-Residential)	79,982
Total	141,948

The recreation and parks development impact fee is calculated using incremental replacement cost method. The cost of replacing all facilities owned and operated by the Recreation and Parks department is calculated below. Land replacement costs have been excluded from the cost calculation since the majority of the land has been donated to the City. The City has typically expended capital funds to make improvements on the donated land. Additionally if the cost of land is included in the analysis the recreation and parks development impact fee would be extremely high.

Table 26. Recreation and Parks Facilities Inventory

Facilities	Floor Area (Square Feet)
West of I -270	
Thomas Farm Community Center	17,000
Between I - 270 and 355	
Beall Dawson House	5,750
Elwood Smith Community Center	3,400
King Farm Farmstead	5,000
Montrose Community Center	3,300
Rockville Municipal Swim Center	26,000
Rockville Senior Center	33,310
East of 355	
Croydon Creek Nature Center	7,250
David Scull Community Center	820
F. Scott Fitzgerald Theatre	24,000
Glenview Mansion	24,483
Horners Lane Community Center	2,750
Lincoln Park Community Center	12,516
Rockcrest Community Center	2,000
Twinbrook Annex - Daycare Center	2,240
Twinbrook Community Center	13,500
Total	183,319

Rockville facilities owned and operated by the Recreation and Parks Department span 183,319 square feet of floor area. The City estimates it costs \$250 per square foot to build a new facility and \$50 to outfit that facility (furniture, etc.). Therefore, the replacement cost of recreation and parks facilities within the City of Rockville is approximately \$55 million, as shown below.

Table 27. Recreation and Parks Facilities Incremental Replacement Cost

	FY 09
Facilities (Square Feet)	183,319
Facility Cost per Square Foot	\$300
Total Estimated Facility Replacement Cost	\$ 54,995,700

The replacement cost of facilities is allocated based on functional population and divided by the respective residential and non-residential demand units, as depicted in Table 28.

Table 28. Recreation and Parks Cost Allocation

	FY 09
Residential	
Costs allocated to Residential (66%)	\$ 36,371,254
Population	61,966
Residential Cost per Person	\$ 586.96
Non-Residential	
Costs allocated to Non-Residential (34%)	\$ 18,624,446
Employees	79,982
Non-Residential Cost per Employee	\$ 232.86

Multiplying the residential cost per person by persons per households and multiplying the non-residential cost per employee by employees per 1,000 square foot of non-residential space gives the recreation and parks development impact fee for respective unit types as shown in following Table 29 below.

Table 29. Recreation and Parks Development Impact Fees

Residential	Persons per Household	Development Impact Fee
Single Family Detached	2.92	\$ 1,711
Single Family Attached	2.60	\$ 1,524
Multifamily/ Other	2.10	\$ 1,230
Non-Residential	Employees per 1,000 Square Feet	Development Impact Fee*
Retail	2.50	\$ 582
Office	4.00	\$ 931
Industrial	2.22	\$ 517
Other	2.00	\$ 466

**Per 1,000 Square Feet; ITE Land Use Codes: Retail - 820, Office - 710, Industrial – 110*

I. STORMWATER

The City of Rockville currently maintains a stormwater system which handles stormwater throughout the City. The City charges a stormwater contribution fee which pays for stormwater management; this includes services such as mitigation of the quantity flow rate and removal of pollutants). The capital costs associated with maintaining the stormwater system are currently recovered in two ways. The majority of the time a developer will build or pay for onsite stormwater infrastructure but does not completely pay for the backbone components that are associated with that infrastructure (i.e., the mains and pipes leading from the stormwater facility that flow into the City's system). A stormwater monetary contribution may also be paid by developers in lieu of building onsite stormwater facilities. The City should bear in mind that if a developer pays an in lieu fee or constructs stormwater infrastructure a credit may have to be given for the stormwater development impact fee. The stormwater development impact fee was calculated to recover the costs of the backbone conveyance (drainage) system. This fee represents what it costs to buy into the existing stormwater drainage infrastructure. The calculation of the fee is completed below.

The cost basis for the stormwater fee is derived using the incremental replacement cost method. The cost of replacing the current stormwater conveyance system is calculated below.

Table 30. Stormwater Land and Facilities Incremental Replacement Cost

	FY 09
Stormwater Conveyance System	\$ 11,605,329

Once the capital costs associated with stormwater infrastructure are identified these costs are allocated to residential and non-residential development. Stormwater cost units of the stormwater development impact fee are allocated based on functional population for FY00.

Table 31. Stormwater Cost Allocation

	FY 00	Percentage
Hours per Day (Residential)	946,208	66%
Hours per Day (Non-Residential)	484,520	34%
Total	1,430,728	100%

The stormwater demand units are allocated based on estimated population and employee data for FY09.

Table 32. Stormwater Demand Allocation

	FY 09
Population (Residential)	61,966
Employees (Non-Residential)	79,982
Total	141,948

The replacement costs of the stormwater conveyance system are allocated based on functional population and then divided by the respective demand units, as depicted below in Table 33.

Table 33. Stormwater Cost Allocation

	FY 09
Residential	
Costs allocated to Residential (66%)	\$ 7,675,152
Population	61,966
Residential Cost per Person	\$ 123.86
Non-Residential	
Costs allocated to Non-Residential (34%)	\$ 3,930,177
Employees	79,982
Non-Residential Cost per Employee	\$ 49.14

Multiplying the residential cost per person by persons per households and multiplying the non-residential cost per employee by employees per 1,000 square foot of non-residential space gives the public safety development impact fee for respective unit types as shown in the following table.

Table 34. Stormwater Development Impact Fees

Residential	Persons per Household	Development Impact Fee
Single Family Detached	2.92	\$ 361
Single Family Attached	2.60	\$ 322
Multifamily/ Other	2.10	\$ 259
Non-Residential	Employees per 1,000 Square Feet	Development Impact Fee*
Retail	2.50	\$ 123
Office	4.00	\$ 197
Industrial	2.22	\$ 109
Other	2.00	\$ 98

*Per 1,000 Square Feet; ITE Land Use Codes: Retail - 820, Office - 710, Industrial – 110

J. GENERAL GOVERNMENT

The City of Rockville has made substantial investments in various general public facilities and equipment. The majority of the Town's general governmental operations are located in City Hall. City Hall is approximately 53,000 square feet. As mentioned previously, a portion of the City Hall is occupied by the Rockville Police Department which is being relocated to the Old Rockville Post Office. A portion of City Hall is also occupied by the Public Works Department. While a definitive decision has not been made, the City has considered moving the Public Works Department into the Gude Drive maintenance facility complex. Based on discussions with the City, if the Police and Public Works departments were to move out of City Hall, the facility would still have a deficit in capacity. The other major capital assets associated with providing general government services include a maintenance facility, numerous vehicles and equipment.

General government cost units of the general government development impact fee are allocated based on functional population and actual population and employee data for FY00.

Table 35. General Government Cost Allocation

	FY 00	Percentage
Hours per Day (Residential)	946,208	66%
Hours per Day (Non-Residential)	484,520	34%
Total	1,430,728	100%

The general government demand units are allocated based on estimated population and employee data for FY09.

Table 36. General Government Demand Allocation

	FY 09
Population (Residential)	61,966
Employees (Non-Residential)	79,982
Total	141,948

As outlined in the capital improvement plan, the City plans to modernize and expand the Gude Drive maintenance facility complex over the next few years. Based on discussions with the City, a new fleet services building and a salt dome are being constructed to provide additional capacity over the existing structures which have reached capacity. Since the new facilities will provide excess capacity, the costs associated were calculated using a buy-in method.

The new fleet services building will have a capacity of 16,000 square feet, replacing the old facility of 10,000 square feet. Total capacity less existing capacity provides 6,000 square feet of excess capacity. With a population of 61,966 and 79,982 employees receiving benefit from the existing fleet services building capacity of 10,000 square feet, the average usage equals approximately 0.070 square feet. With this level of service, the number of additional population/employees that can be served from the 6,000 square feet of additional capacity is approximately 85,169. The City estimates it costs \$250 per square foot to build a new facility and \$50 to outfit that facility (furniture, etc.). This yields a total estimated cost of \$1.80 million for the additional square footage. This cost calculation is depicted below.

Table 37. General Government Facility Buy-in Cost

New Fleet Services Building	Square Feet
Total Capacity	16,000
Less Existing Capacity in use	10,000
Available Excess Capacity	6,000
Population and Employee Usage	0.070
Additional Population and Employees that can be served annually from Available Excess Capacity	85,169
Cost Allocated to Additional Capacity	\$ 1,800,000
Subtotal New Fleet Services Building Cost per Resident/Employee	\$ 21.13

The new salt dome will have a capacity of 2,500 tons, replacing the old dome with a capacity of 1,825 tons. With a population of 61,966 and 79,982 employees receiving benefit from the old salt dome capacity of 1,825 tons, the average usage equals approximately 0.013 tons. With this level of service, the number of additional population/employees that can be served from the 675 tons of additional capacity is approximately 52,501. This cost calculation is depicted below.

Table 38. General Government Facility Buy-in Cost

Salt Dome	Tons
Total Capacity (New Salt Dome)	2,500
Less Existing Capacity in use (Old Salt Dome)	1,825
Available Excess Capacity	675
Population and Employee Usage	0.013
Additional Population and Employees that can be served annually from Available Excess Capacity	52,501
Dome	\$ 345,000
Panel Board	\$ 220,000
Lean to Structure	\$ 10,500
Low Voltage Transformer	\$ 6,500
Cost of New Salt Dome	\$ 582,000
Subtotal Salt Dome Cost per Resident/Employee	\$ 11.09

Vehicles included in the cost calculation of the general government fee include those involved with general and motor vehicle maintenance, inspection services and other departmental tasks not involved with other development fee categories. The replacement cost for general government vehicles and equipment (trailers, concrete mixers, air compressors and other various machines) is depicted as Table 39.

Table 39. General Government Vehicles Incremental Replacement Cost

Vehicles	Units	Average Unit Price	Replacement Cost
Sedans	35	\$ 15,989	\$ 559,615
LD Trucks	55	\$ 22,591	\$ 1,242,505
MD Trucks	18	\$ 60,167	\$ 1,083,006
HD Trucks	20	\$ 101,250	\$ 2,025,000
Total	128		\$ 4,910,126
Equipment	59	\$ 23,234	\$ 1,370,806
Total Vehicles and Equipment Replacement Cost			\$ 6,280,932

The sum of the replacement costs of the general government facility, vehicles and equipment (\$22,180,932) is allocated based on functional population and then divided by the respective demand units, as depicted below in Table 40.

Table 40. General Government Cost Allocation

	FY 09
Residential	\$ 14,669,298
Costs allocated to Residential (66%)	61,966
Population	\$ 236.73
Residential Cost per Person	
Non-Residential	
Costs allocated to Non-Residential (34%)	\$ 7,511,634
Employees	79,982
Non-Residential Cost per Employee	\$ 93.92

Adding the Fleet Services Building Cost and Salt Dome Cost per resident/employee to the residential cost per person and non-residential cost per employee and multiplying the residential cost by persons per households and multiplying the non-residential cost per employee by employees per 1,000 square foot of non-residential space gives the general government development impact fee for respective unit types as shown in Table 41.

Table 41. General Government Development Impact Fees

Residential	Persons per Household	Development Impact Fee
Single Family Detached	2.92	\$ 784
Single Family Attached	2.60	\$ 698
Multifamily/ Other	2.10	\$ 563
Non-Residential	Employees per 1,000 Square Feet	Development Impact Fee*
Retail	2.50	\$ 315
Office	4.00	\$ 505
Industrial	2.22	\$ 280
Other	2.00	\$ 252

**Per 1,000 Square Feet; ITE Land Use Codes: Retail - 820, Office - 710, Industrial – 110*

K. OTHER FEES CONSIDERED

The following section of the report examines other types of development impact fees and considerations in relation to the ability of the City to implement such fees.

1. Schools, Fire and EMS

The development impact fees identified in the report up to this point are generally considered during a development impact fee study. In addition to these development impact fee categories, it is common to develop a separate development impact fee for schools, fire and emergency management services (EMS). The City of Rockville is interested in the establishment of an impact fee for schools, fire and emergency medical services. However, the City of Rockville does not provide school, fire or emergency medical services to residents of Rockville. These services are provided by Montgomery County (which already charges a schools impact fee to developers) to all County residents, including residents of Rockville.

As laid out in the City's Adequate Public Facilities Ordinance, Rockville has established levels of service for schools, fire and emergency medical services higher than those established by the County. These higher levels of service include increased gym capacity for schools and faster response times for fire and emergency and medical services. In order to achieve these desired levels of service within Rockville, the City provides additional funding for these programs to the County. The City's basis for wanting to charge an impact fee for these services is that they would charge the fees as a pass through to the County.

However, since the City of Rockville does not provide any of these services themselves and does not have any physical assets or infrastructure pertaining to any of these services in which it can base an impact fee, the City cannot levy an impact fee on these services.

Rockville had a capital project related to schools called "Community Gym Contribution" which allowed Montgomery County Public Schools (MCPS) to expand various facilities of gymnasiums at elementary schools. Community-sized gyms are used by residents of Rockville for programs such as after school activities, summer camps and miscellaneous sports leagues. There are no capital projects pertaining to fire or emergency medical services.

While the City has had capital projects that allow the contribution of construction to expand gymnasiums in Rockville, these projects most likely did not pass the "rational nexus" and "rough proportionality" tests that are required to charge an impact fee. These capital projects were undertaken due to the City's desire to expand recreational facilities and not because they were necessary to support development. The imposition of an impact fee on new development to pay for these projects would be difficult to defend if challenged since these projects were not undertaken in order to accommodate and benefit new development. Also, if the projects undertaken for schools, fire and emergency medical services are voluntary, set to meet a higher level of service than is now established or than likely to be provided, charging an impact fee is not justifiable.

2. Affordable Housing

The City expressed interest in considering a form of a development impact fee that would assist the City with providing affordable housing. The following section of the report describes the current affordable housing activities in the City, a discussion of a form of an impact fee used for affordable housing and the potential issues the City may face in implementing such a fee.

a. Background

The U.S. Department of Housing and Urban Development (HUD) defines "affordable" as housing that costs no more than 30 percent of a household's monthly income. The City of Rockville's direct involvement in providing affordable housing is limited to establishing zoning requirements for new developments. This type of affordable housing is supported by developers by contributing construction to build housing, which is referred to as "inclusionary zoning". With inclusionary zoning, developers of market rate units are required to include a certain percentage of the units built to be set aside for affordable housing. Through this manner, the City can ensure that buildable land is not developed solely for middle and upper class development. The mix of affordable housing and market rate housing helps to diversify the community. The City currently requires that a minimum of 12.5% of the total units of newly constructed development be sold or rented as Moderately Priced Dwelling Units (MPDU) for those developments that exceed 50 units and 15% of dwelling units in Town Center and Rockville Pike zones. In some jurisdictions, a developer may pay a fee in lieu of building inclusionary housing; the locality uses the fee to help pay for construction of affordable housing units. The Rockville ordinance contains the provision for such a buy-out, but the City has adopted a policy of not accepting fees in lieu of housing units.

The City also provides assistance to first-time home buyers within the City through its' non-profit REACH (Real Estate Effort for Affordable Community Housing) partnership with the Montgomery County non-profit Housing and Community Initiatives (HCI). Whether this program constitutes affordable housing depends on the definition of affordable housing. The program provides an interest free loan of up to \$12,000 to households with income less than the area median income, to be utilized for the down payment and/or settlement costs for purchasing a home within Rockville's corporate limits.

Inclusionary zoning and the REACH program, in most cases, do not provide affordable housing in the City as defined by HUD. However, the citizens of Rockville are provided with truly "affordable" housing by the Rockville Housing Enterprises (RHE). RHE serves as the City's public housing authority and currently provides affordable rental and home ownership to City residents through several programs including: the Housing Choice Voucher Program (HVC - formerly Section 8) provides subsidized vouchers for rent; the Public Housing Program provides rental housing to eligible low-income families, the elderly and people with disabilities; the Family-Self-Sufficiency Program (FSS) helps those within the HVC Program become self-sufficient and assists households in the public housing program; and the Section 8 Home Ownership Program helps families who are eligible to purchase housing.

b. Commercial Linkage Impact Fees

The type of impact fee that the City would like to consider for affordable housing is most commonly termed a commercial linkage impact fee. Unlike an impact fee, which is used to fund the expansion of infrastructure caused by development, a linkage fee is used to fund the demand for affordable housing generated by development. This type of fee has been implemented in a number of large cities around the U.S. for several years. Boston, Sacramento, San Diego, San Francisco and Seattle have had commercial linkage impact fees in place for at least 15 years with revenues to date ranging from \$5 to \$45 million. Commercial linkage fees have also been implemented in smaller cities around the Country, most commonly in those that experienced a significant demand for affordable housing due to commercial growth in areas that preclude low-wage employees from living in the reasonable vicinity of the employer. A typical instance for this type of situation is a resort community, which demands low-wage employees but may be located too far from housing these employees can afford.

The “linkage” described in the fee’s name is the recognition that commercial, industrial, and high-end residential development, which all increase the need for low paying jobs and therefore low-wage employees, increases the need for affordable housing. Construction, housekeeping and landscaping are all jobs that are needed when luxury residential growth occurs. Linkage fees may be assessed on various zoning types; most common is commercial (office, retail, hotels), but industrial (warehousing, etc.) and residential exist as well. Generally linkage fees are calculated per square foot of space. The linkage fee is charged based on the number of employees per square foot. For this reason, office space, which generally has higher employee density, usually has the highest fee and warehousing, which generally has the lowest employee density, has the lowest fee.

c. Legality

The first consideration related to the linkage fees is the legality of imposing such a fee in the City of Rockville. After discussions with the City Attorney, it has been determined that while the creation and imposition of linkage fees in Rockville may not be illegal, it is vital that the fees undergo the same rational nexus test (see below) that other impact fees must. As mentioned previously, commercial linkage impact fees have been implemented in numerous cities around the Country. However, MFSG has not been able to identify any localities within the State of Maryland that impose such a fee. This of course does not mean that the City cannot impose a fee but it is important to examine why it is not widely used in the State of Maryland. It is necessary to ensure that there is a legal basis for this type of impact fee within the State. The Attorney General of Maryland has concluded that the General Assembly has expressly authorized all municipal corporations to impose impact fees for certain purposes. At this point, “linkage fees” have not been specifically referred to in Maryland statute.

d. Rational Nexus Test

The overarching consideration in the development of any form of impact fee is clearly establishing a relationship between the capital costs incurred by the locality and those that are causing the locality to incur the cost, often termed the rational nexus. In relation to commercial linkage impact fees it is vitally important that the relationship between the new development and the individuals needed to support this new development (the low-wage employees) be clearly

established. To establish this relationship it is necessary to evaluate first whether the type of development occurring within the City of Rockville demands low-wage employees and secondly whether or not there is affordable housing available within a reasonable proximity to the new development. In other words the question has to be asked, “Is the commercial development taking place in the City creating a demand for affordable housing?” An affirmative answer to this question is the first step in validating a commercial linkage impact fee. Based on our cursory review of development in the City and general knowledge of the area we believe this is most likely true for the City. The City is experiencing new commercial development which demands the services of low-wage employees. Therefore it does appear that development within the City is creating a demand for low-wage employees. The second part of establishing the rational nexus is to determine whether a cost is incurred by the City to provide the service (affordable housing). The City does not currently provide capital funding for affordable housing in the form of a financial contribution or in the construction of affordable housing.

e. Conclusions and Comparisons

While this initial review of the current affordable housing situation and the potential for the development of a commercial linkage impact fee is not exhaustive it does shed light on the possibility for such a fee in the City of Rockville. It is fairly clear that new commercial development within the City does require low-wage employees. It also appears that there is not currently sufficient affordable housing within the City to house these employees. However, the City currently does not fund affordable housing within the City, a necessary requirement for the establishment of any form of an impact fee. To impose an impact fee the City must incur a capital cost related to the fee. Additionally the availability of public transportation enables employees to easily travel from outside the City to work. Based on our experience we would suggest that the City consider alternative means of funding affordable housing. There are a whole host of methods widely used to assist with affordable housing. These include excise taxes, transfer taxes, community land trusts, housing trust funds, infill incentives, limited equity housing cooperatives and modifications to the existing MPDU program.

To complement the review of an affordable housing linkage impact fee, MFSG completed a brief review of linkage impact fees around the Country. A memorandum outlining this review is attached to this report as Exhibit A. The memorandum considers the amount of revenue the City might realize if an affordable housing linkage fee were implemented. The “back of the envelope” analysis determined that the City may be able to generated revenue of approximately \$3.09 million over the next five years. Assuming that the City could make housing affordable (either through buy-down or construction) for \$200,000 per home, the City would be able to provide approximately 15 homes over the next five years.

L. IMPLEMENTATION

Up until this point, this study has calculated various development impact fees to pay for capital improvements within the City of Rockville. This section outlines the administration and implementation of such fees to be collected within the City.

MFSG recommends collecting development impact fees from developers at the time of application for building permits. When collected, fees should be placed in an account used strictly for capital projects that may be paid for with impact fees. Development impact fees should be spent within six to eight years from the time they are collected to maintain the rational nexus between the fee collected and the use of that fee for an appropriate project. Fees should also be reviewed and revised approximately every three to five years to make certain they correspond with the current CIP and demand and development trends. It is perfectly acceptable to fund the cost of the study to review and revise the fees with development impact fee revenue. For this study, it is assumed that all development types within the City of Rockville receive equal benefit from capital projects undertaken within the City's 14 square mile area, and therefore the City is the only service area for which development impact fees need to be created. All developments within the City (unless another arrangement has been made between the City and a developer) should be levied the same development impact fee pertaining to the unit type of the development.

If a developer provides or donates capital facilities included within a development impact fee, the developer should receive a credit for that specific development project. A credit should also be given if a developer provides some sort of contribution in-lieu of paying an impact fee or actually building capital facilities. A credit may be partially or fully given depending on the extent of the developer's construction project or monetary contribution.

Implementation and administration of impact fees as outlined in this section should be clearly stated in policies and procedures manual for the City. The City may want to include such policies within their APFO or draft an ordinance for the purpose of clearly defining the use and management of development impact fees.

M. COMPARATIVE ANALYSIS

In order to gain a sense of the relative scale of the proposed impact fees, various impact fees from other municipalities in the geographic region were collected. The following tables were created using data gathered from several sources including the municipalities' websites as well as the 2008 *National Impact Fee Survey* published by Duncan Associates. Comparison data for several municipalities within Maryland is presented in the following tables below. While some of the municipalities in the tables below have impact fees for other services (e.g., roads, library, schools, etc.), only those impact fees that have been calculated for the City of Rockville are shown.

A comparison of a single family detached dwelling unit is portrayed in the table below. Since new development is required to install one inch water and wastewater meters, impact fees for these sizes are included in the calculation.

Table 42. Single Family Unit Development Impact Fee Comparison

Municipality	Public Safety	Water	Waste-water	Rec. and Parks	Storm-water	General Gov.	Total
Rockville	\$ 115	\$ 5,898	\$ 5,900	\$ 1,711	\$ 361	\$ 784	\$ 14,769
Anne Arundel County	\$ 46	\$ 4,500	\$ 7,000				\$ 11,546
Calvert County		\$ 3,000	\$ 5,400	\$ 1,300			\$ 9,700
Carroll County				\$ 533			\$ 533
Charles County		\$ 3,448	\$ 4,909				\$ 8,357
Easton	\$ 258	\$ 1,050	\$ 2,100	\$ 1,092		\$ 93	\$ 4,593
Frederick		\$ 4,225	\$ 7,260	\$ 868			\$ 12,353
Frederick County		\$ 4,500	\$ 6,280				\$ 10,780
Howard County		\$ 600	\$ 600				\$ 1,200
Montgomery County/ WSSC		\$ 2,240	\$ 2,850				\$ 3,054
Queen Anne's County		\$ 3,750	\$ 5,650	\$ 720			\$ 10,120
St. Mary's County		\$ 775	\$ 1,745	\$ 675			\$ 3,195

NOTE: Single-Family Unit (3 bedroom, 2,000 sq. ft.)

Multi-family unit impact fees are compared in the table below. Again, the Rockville water and wastewater impact fees are for a one inch meter.

Table 43. Multi-Family Unit Development Impact Fee Comparison

Municipality	Public Safety	Water	Waste-water	Rec. and Parks	Storm-water	General Gov.	Total
Rockville	\$ 83	\$ 550	\$ 394	\$ 1,230	\$ 259	\$ 563	\$ 3,080
Anne Arundel County	\$ 36	\$ 3,600	\$ 5,600				\$ 9,236
Calvert County		\$ 700	\$ 900	\$ 1,300			\$ 2,900
Carroll County				\$ 530			\$ 530
Charles County		\$ 801	\$ 820				\$ 1,621
Easton	\$ 182	\$ 1,050	\$ 2,100	\$ 772		\$ 66	\$ 4,170
Frederick		\$ 4,225	\$ 7,260	\$ 868			\$ 12,353
Frederick County		\$ 1,050	\$ 1,047				\$ 2,097
Howard County		\$ 600	\$ 600				\$ 1,200
Montgomery County/ WSSC		\$ 896	\$ 1,140				\$ 2,036
Queen Anne's County		\$ 3,750	\$ 5,650	\$ 360			\$ 9,760
St. Mary's County		\$ 775	\$ 1,745	\$ 675			\$ 3,195

NOTE: Multi-Family Unit (2 bedroom, 1,000 sq. ft. unit, 7-2" meters (2 for irrigation) for 240 unit complex)

The table below compares office impact fees, per 1,000 square feet, for a general office building with a three inch water and wastewater meter.

Table 44. Office Unit Development Impact Fee Comparison

Municipality	Public Safety	Water	Waste-water	Rec. and Parks	Storm-water	General Gov.	Total
Rockville	\$ 121	\$ 377	\$ 379	\$ 931	\$ 197	\$ 505	\$ 2,510
Anne Arundel County	\$ 58	\$ 1,620	\$ 2,520				\$ 4,198
Calvert County		\$ 480	\$ 864				\$ 1,344
Carroll County							\$ -
Charles County		\$ 550	\$ 787				\$ 1,337
Easton	\$ 191	\$ 846	\$ 756			\$ 74	\$ 1,867
Frederick		\$ 495	\$ 598				\$ 1,093
Frederick County		\$ 450	\$ 628				\$ 1,078
Howard County		\$ 600	\$ 600				\$ 1,200
Montgomery County/ WSSC		\$ 88	\$ 115				\$ 203
Queen Anne's County		\$ 56	\$ 118				\$ 174
St. Mary's County		\$ 930	\$ 2,094				\$ 3,024

NOTE: Office per 1,000 sq. ft. (100,000 sq. ft. general office building; 3" meter)

The table below compares industrial impact fees, per 1,000 square feet, with a three inch water and wastewater meter.

Table 45. Industrial Unit Development Impact Fee Comparison

Municipality	Public Safety	Water	Waste-water	Rec. and Parks	Storm-water	General Gov.	Total
Rockville	\$ 67	\$ 377	\$ 379	\$ 517	\$ 109	\$ 280	\$ 1,731
Anne Arundel County	\$ 27	\$ 1,620	\$ 2,520				\$ 4,167
Calvert County		\$ 480	\$ 864				\$ 1,344
Carroll County							\$ -
Charles County		\$ 550	\$ 787				\$ 1,337
Easton	\$ 100	\$ 846	\$ 756			\$ 46	\$ 1,748
Frederick		\$ 495	\$ 598				\$ 1,093
Frederick County		\$ 450	\$ 628				\$ 1,078
Howard County		\$ 600	\$ 600				\$ 1,200
Montgomery County/ WSSC		\$ 88	\$ 115				\$ 203
Queen Anne's County		\$ 75	\$ 157				\$ 231
St. Mary's County		\$ 930	\$ 2,094				\$ 3,024

NOTE: Industrial per 1,000 sq. ft. (100,000 sq. ft. building; 3" meter)

Some of the municipalities above have impact fees other than the ones listed within the table (e.g. transportation and streets, schools, libraries, etc.). These fees are often significant (schools impact fees are usually the highest) but were not included in the table since they were not relevant in the comparison to the City of Rockville.

N. CASH FLOW ANALYSIS

Using both residential and non-residential development projects that are currently “in the pipeline” for the City of Rockville (previously provided by the City), MFSG was able to forecast potential revenue from development impact fees that may be levied on the new developments. Future development data provided by the City of Rockville pertaining to residential properties included the number of apartment, condominium, townhome and single family units anticipated to be built in fiscal years 2009 through 2012. Non-residential development data included the amount of floor area in square feet for retail, office, industrial and other unit types. Multiplying this data by the appropriate development impact fees yields the potential revenue outlined in the following tables. All amounts in the tables are rounded to the nearest hundred.

Table 46. Public Safety - Potential Revenue Cash Flow

Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14-30	Cumulative
Single Family Detached	-	-	-	-	3,900	2,500	\$ 6,400
Single Family Attached	-	-	-	-	600	16,400	\$ 17,000
Multifamily/ Other	31,900	13,600	31,500	56,800	33,800	342,600	\$ 510,200
Subtotal	\$ 31,900	\$ 13,600	\$ 31,500	\$ 56,800	\$ 38,300	\$ 361,500	\$ 533,600
Non-Residential	FY 09	FY 10	FY 11	FY 12	FY13	FY 14-30	Cumulative
Retail	-	-	200	5,300	1,100	54,300	\$ 60,900
Office	24,200	17,200	24,000	24,900	13,600	574,900	\$ 678,800
Industrial	5,500	-	-	-	-	-	\$ 5,500
Other	4,700	-	800	8,400	-	45,100	\$ 59,000
Subtotal	\$ 34,400	\$ 17,200	\$ 25,000	\$ 38,600	\$ 14,700	\$ 674,300	\$ 804,200
Total	\$ 66,300	\$ 30,800	\$ 56,500	\$ 95,400	\$ 53,000	\$ 1,035,800	\$ 1,337,800

Table 47. Water - Potential Revenue Cash Flow

Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14-30	Cumulative
Single Family Detached	-	-	-	-	200,500	129,800	\$ 330,300
Single Family Attached	-	-	-	-	35,400	943,700	\$ 979,100
Multifamily/ Other	2,270,700	967,200	2,241,200	4,040,000	2,406,300	24,369,800	\$ 36,295,200
Subtotal	\$ 2,270,700	\$ 967,200	\$ 2,241,200	\$ 4,040,000	\$ 2,642,200	\$ 25,443,300	\$ 37,604,600
Non-Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14-30	Cumulative
Retail	264,200	37,700	151,000	188,700	75,500	1,774,100	\$ 2,491,200
Office	302,000	-	75,500	75,500	37,700	1,509,800	\$ 2,000,500
Industrial	75,500	-	-	113,200	37,700	151,000	\$ 377,400
Other	226,500	-	113,200	37,700	-	1,245,600	\$ 1,623,000
Subtotal	\$ 868,200	\$ 37,700	\$ 339,700	\$ 415,100	\$ 150,900	\$ 4,680,500	\$ 6,492,100
Total	\$ 3,138,900	\$ 1,004,900	\$ 2,580,900	\$ 4,455,100	\$ 2,793,100	\$ 30,123,800	\$ 44,096,700

NOTE: Assumes 1 inch meter for Residential and 3 inch meter for Non-Residential

Table 48. Wastewater - Potential Revenue Cash Flow

Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14-30	Cumulative
Single Family Detached	-	-	-	-	200,600	129,800	\$ 330,400
Single Family Attached	-	-	-	-	35,400	944,000	\$ 979,400
Multifamily/ Other	2,271,500	967,600	2,242,000	4,041,500	2,407,200	24,378,800	\$ 36,308,600
Subtotal	\$ 2,271,500	\$ 967,600	\$ 2,242,000	\$ 4,041,500	\$ 2,643,200	\$ 25,452,600	\$ 37,618,400
Non-Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14-30	Cumulative
Retail	265,300	37,900	151,600	189,500	75,800	1,781,300	\$ 2,501,400
Office	303,200	-	75,800	75,800	37,900	1,516,000	\$ 2,008,700
Industrial	75,800	-	-	113,700	37,900	151,600	\$ 379,000
Other	227,400	-	113,700	37,900	-	1,250,700	\$ 1,629,700
Subtotal	\$ 871,700	\$ 37,900	\$ 341,100	\$ 416,900	\$ 151,600	\$ 4,699,600	\$ 6,518,800
Total	\$ 3,143,200	\$ 1,005,500	\$ 2,583,100	\$ 4,458,400	\$ 2,794,800	\$ 30,152,200	\$ 44,137,200

NOTE: Assumes 1 inch meter for Residential and 3 inch meter for Non-Residential

Table 49. Recreation and Parks - Potential Revenue Cash Flow

Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14-30	Cumulative
Single Family Detached	-	-	-	-	58,200	37,600	\$ 95,800
Single Family Attached	-	-	-	-	9,100	243,900	\$ 253,000
Multifamily/ Other	473,400	201,700	467,300	842,300	501,700	5,081,000	\$ 7,567,400
Subtotal	\$ 473,400	\$ 201,700	\$ 467,300	\$ 842,300	\$ 569,000	\$ 5,362,500	\$ 7,916,200
Non-Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14-30	Cumulative
Retail	-	-	1,600	40,900	8,100	418,200	\$ 468,800
Office	186,300	132,700	184,800	191,500	104,900	4,424,700	\$ 5,224,900
Industrial	42,700	-	-	-	-	-	\$ 42,700
Other	35,900	-	6,000	64,300	-	347,000	\$ 453,200
Subtotal	\$ 264,900	\$ 132,700	\$ 192,400	\$ 296,700	\$ 113,000	\$ 5,189,900	\$ 6,189,600
Total	\$ 738,300	\$ 334,400	\$ 659,700	\$ 1,139,000	\$ 682,000	\$ 10,552,400	\$ 14,105,800

Table 50. Stormwater - Potential Revenue Cash Flow

Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14-30	Cumulative
Single Family Detached	-	-	-	-	12,300	7,900	\$ 20,200
Single Family Attached	-	-	-	-	1,900	51,500	\$ 53,400
Multifamily/ Other	99,900	42,600	98,600	177,700	105,900	1,072,200	\$ 1,596,900
Subtotal	\$ 99,900	\$ 42,600	\$ 98,600	\$ 177,700	\$ 120,100	\$ 1,131,600	\$ 1,670,500
Non-Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14-30	Cumulative
Retail	1,600	40,900	8,100	418,200	654,500	-	\$ 1,123,300
Office	184,800	191,500	104,900	4,424,700	5,914,400	-	\$ 10,820,300
Industrial	-	-	-	-	42,700	-	\$ 42,700
Other	6,000	64,300	-	347,000	464,200	-	\$ 881,500
Subtotal	\$ 192,400	\$ 296,700	\$ 113,000	\$ 5,189,900	\$ 7,075,800	\$ -	\$ 12,867,800
Total	\$ 292,300	\$ 339,300	\$ 211,600	\$ 5,367,600	\$ 7,195,900	\$ 1,131,600	\$ 14,538,300

Table 51. General Government - Potential Revenue Cash Flow

Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14-30	Cumulative
Single Family Detached	-	-	-	-	26,700	17,200	\$ 43,900
Single Family Attached	-	-	-	-	4,200	111,800	\$ 116,000
Multifamily/ Other	216,900	92,400	214,100	386,000	229,900	2,328,200	\$ 3,467,500
Subtotal	\$ 216,900	\$ 92,400	\$ 214,100	\$ 386,000	\$ 260,800	\$ 2,457,200	\$ 3,627,400
Non-Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14-30	Cumulative
Retail	40,900	8,100	418,200	654,500	-	13,700	\$ 1,135,400
Office	191,500	104,900	4,424,700	5,914,400	-	156,700	\$ 10,792,200
Industrial	-	-	-	42,700	-	-	\$ 42,700
Other	64,300	-	347,000	464,200	-	-	\$ 875,500
Subtotal	\$ 296,700	\$ 113,000	\$ 5,189,900	\$ 7,075,800	\$ -	\$ 170,400	\$ 12,845,800
Total	\$ 513,600	\$ 205,400	\$ 5,404,000	\$ 7,461,800	\$ 260,800	\$ 2,627,600	\$ 16,473,200

Table 52. Total- Potential Revenue Cash Flow

Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14-30	Cumulative
Single Family Detached	-	-	-	-	502,200	324,800	\$ 827,000
Single Family Attached	-	-	-	-	86,600	2,311,300	\$ 2,397,900
Multifamily/ Other	5,364,300	2,285,100	5,294,700	9,544,300	5,684,800	57,572,600	\$ 85,745,800
Subtotal	\$ 5,364,300	\$ 2,285,100	\$ 5,294,700	\$ 9,544,300	\$ 6,273,600	\$ 60,208,700	\$ 88,970,700
Non-Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14-30	Cumulative
Retail	572,000	124,600	730,700	1,497,100	815,000	4,041,600	\$ 7,781,000
Office	1,192,000	446,300	4,889,700	10,706,800	6,108,500	8,182,100	\$ 31,525,400
Industrial	199,500	-	-	269,600	118,300	302,600	\$ 890,000
Other	564,800	64,300	580,700	959,500	464,200	2,888,400	\$ 5,521,900
Subtotal	\$ 2,528,300	\$ 635,200	\$ 6,201,100	\$ 13,433,000	\$ 7,506,000	\$ 15,414,700	\$ 45,718,300
Total	\$ 7,892,600	\$ 2,920,300	\$ 11,495,800	\$ 22,977,300	\$ 13,779,600	\$ 75,623,400	\$ 134,689,000

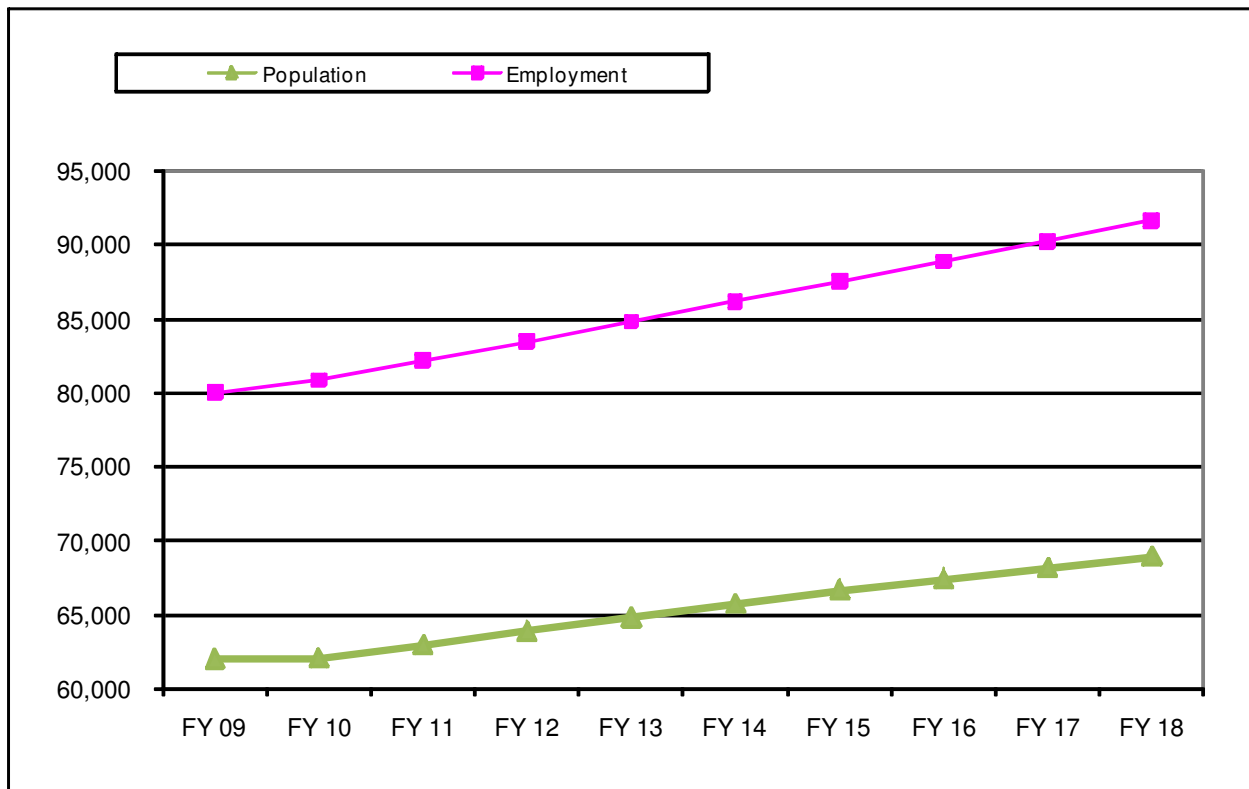
O. CAPITAL NEEDS GAP ANALYSIS

As part of the impact fee study, MFSG performed a gap analysis comparing the City's capital improvement plan with the demands of projected population growth. The analysis examined the adequacy of the CIP to support future growth within the City. For each service, the current level of service has been utilized to calculate the costs associated with incremental expansion of capital infrastructure. The discussion regarding the amount of "capacity" in each service categories is discussed previously in the report, while documenting the calculation of the development impact fees.

1. Forecasts

The analysis looks at population and employees for the ten-year span from FY 09 to FY 18 and utilizes data provided by the Community Planning and Development Services Department of the City of Rockville for FY 09 and utilizes data provided by Metropolitan Washington Council of Governments (COGS) for FY 10 to FY 18. Population and employment projections are depicted below in the following chart.

Demographic Projections



While population and employment are projected to grow, the rate of growth is expected to slow significantly than previously anticipated. These forecasts exist because of the economic downturn affecting many communities and the fact that the City is almost entirely built-out and there is very little land available for expansion.

2. Facilities and Land

a. Public Safety

As mentioned earlier in the report, there are currently 57 active police officers within the department for a population of roughly 62,000 resulting in approximately 0.92 police officers per 1,000 residents. As the population continues to grow, maintaining a level of service of 0.92 police officers per 1,000 residents requires an increase of the number of active police officers each year.

The City plans on moving the police department into the Old Rockville Post Office building, which has been deeded at no cost to the City by the Federal Government. The building has a capacity of 11,415 square feet which will be the adequate capacity for the current police department. A 9,300 square foot annex is also being constructed, which will increase the capacity of the police department space. The new facility is assumed to house the current police force while the annex will allow for additional capacity. With a population of 61,966 and 79,982 employees receiving benefit from new 11,415 square foot public safety facility, the average usage equals approximately 0.08 square feet per resident/employee. The additional population/employees that can be served by the annex using this level of service is approximately 115,648.

At \$300 per square foot, this annex is estimated to cost \$2.79 million, which is included in the City's CIP for funding pertaining to the police department relocation of approximately \$6.0 million. This funding combined with the projected additional capacity from the annex available to serve the growth of the City is adequate for years well beyond the 10-year planning period used in this analysis.

b. Refuse

As mentioned earlier in the report, the City charges a recycling and refuse fee for residential collection. This fee has been designed to recover refuse infrastructure related costs. The City estimates that there are about 2.085 refuse and recycling carts per household receiving refuse service. The City has purchased about 32,000 carts for refuse and recycling collection. After providing current customers with carts (about 28,700), this results in about 3,200 available carts for new customers, or the ability to serve about 1,500 additional customers. In order to maintain the number of carts needed per household for the growing population, available carts will have run out by FY 16 at which point more will need to be purchased.

The cost of carts (approximately \$1.42 million) is included in the City's capital improvements plan. The cost of this project more than offsets the funding needed to provide for projected growth in refuse households.

c. Recreation and Parks

Rockville currently maintains more than 0.18 million square feet of recreation and parks facilities resulting in over 2,700 square feet per 1,000 residents. The City estimates it costs \$250 per square foot for building and \$50 per square foot for outfitting a facility, in FY 09. Costs

associated with maintaining the current level of service from FY 09 – FY 18 equals about \$6.34 million.

While land costs have been excluded from the recreation and parks development impact fee calculation because most land is donated by developers, the cost associated with attaining additional land required to maintain the current level of service has been determined. The City maintains 811 acres of park land (excluding the Redgate Municipal Golf Course) resulting in roughly 13 acres per 1,000 residents. Maintaining the current level of service for park land, while the population increases over the period FY 09 – FY 18, will require about \$12.90 million in capital costs. Again, depending on its availability in the future, costs associated with acquiring land may be significant.

Growth related capital projects identified in the City's CIP were used to offset the funding required for projected growth. Growth related recreation and parks projects identified in Rockville's CIP, spanning from FY 09 to FY 13 as well as future years' funding, total at least \$23.11 million. These growth related recreation and parks projects included in the CIP offset the necessary facility and land costs needed to maintain the current level of service for future growth.

d. General Government

The new fleet services building will add capacity of 6,000 square feet. With a population of 61,966 and 79,982 employees receiving benefit from the existing fleet services building capacity of 10,000 square feet, the average usage equals approximately 0.070 square feet. With this level of service, the number of additional population/employees that can be served from the 6,000 square feet of additional capacity is approximately 85,169. The additional capacity provided by the expansion is projected to serve the growth of the City well beyond the 10-year planning period used in this analysis.

The construction of a new salt dome adds 675 tons of excess capacity to be utilized by new growth. With a population 61,966 and 79,982 employees receiving benefit from the old salt dome capacity of 1,825 tons, the average usage equals approximately 0.013 tons. The additional population/employees that can be served using this level of service is approximately 52,501. The excess salt dome capacity is projected to serve the growth of the City well beyond the 10-year planning period used in this analysis.

Both the new fleet services building and new salt dome are included in the Gude Drive Facility Improvement project in the City's CIP with funding of \$4.96 million in FY 09 and \$0.43 million in FY 10. There is also \$1.54 million for City Hall Improvements in the City's CIP. This funding combined with the projected additional capacity in general government projects available to serve the growth of the City is adequate for years well beyond the 10-year planning period used in this analysis.

e. Water and Wastewater

The impact of growth on capital investment in water and wastewater services is an area where it is relatively easy to determine the impact of growth on required capital investment due to the fact

that the service can easily be quantified (i.e. gallons per day of water delivered and gallons per day of sewage treated). As mentioned above in the calculation of the water and wastewater development impact fees, the City has adequate capacity in its water and wastewater systems. Based on the anticipated growth over the planning period, the water and wastewater systems appear to have adequate capacity to service this growth over the entire period. Therefore, there does not appear to be a capital funding gap within the water and wastewater capital improvement program related to growth in the City. The water and wastewater impact fee essentially recovers the cost of previous investments in the water and wastewater systems.

f. Transportation and Streets

As mentioned previously in the report, only two transportation and streets projects within the City's CIP were determined to be growth related. These are the Dawson Avenue and Maryland Avenue expansion projects described earlier in the report. These are the only two growth related projects in the CIP because there is simply little room left for Rockville to expand its transportation and streets network. As mentioned previously the cost associated with these two growth projects is \$11.20 million. The City's CIP identifies an additional \$40.26 million worth of transportation and streets projects. A number of these projects will benefit existing residents as well as future growth but the allocation of the capital expenses related to the benefits is exceedingly difficult to quantify and therefore these costs were not included in the calculation of the development impact fee for transportation and streets. Therefore, it would be inaccurate to make the statement that the City is only investing \$11.20 million in transportation and streets to handle the impact of growth in the City.

g. Stormwater

A stormwater management utility study was completed for the City of Rockville in November of 2006. This study examined the adequacy of the current stormwater management process as well as the system. The study was fairly exhaustive in its review of the stormwater system and in identifying the necessary investments in the stormwater system. Since 1980, the City of Rockville has invested about \$11.60 million in stormwater drainage infrastructure. The City's CIP includes \$10.86 million for various stormwater projects. While the stormwater management study did not account for the backbone drainage infrastructure upon which the stormwater impact fee is calculated, it did account for future capital spending. It is anticipated that the City will implement the recommendations provided in this study and therefore allocated appropriate capital funding towards the stormwater system.

3. Vehicles

Vehicle inventories for public safety, refuse and general government were examined and broken down by the number of vehicles per 1,000 residents (refuse vehicles were allocated by 1,000 households). By maintaining the respective current level of service of vehicles per 1,000 demand units (population or households) for each service as growth increases each year, the number of additional vehicles needed to maintain that level of service was calculated. For the 10-year planning period, approximately 6 public safety, 3 refuse and 14 general government vehicles will need to be added to maintain the current level of service.

The total of the average costs of these vehicles equals about \$1.15 million. The City has identified in its CIP \$6.41 million to be spent on Vehicles for City Use, which includes vehicles for all City departments. The cost of this CIP item more than offsets the funding needed to provide for projected growth and therefore a capital needs gap pertaining to vehicles does not exist.

P. CONCLUSIONS AND RECOMMENDATIONS

The following section of the report presents the conclusions and recommendations resulting from the development impact fee analysis conducted for the City of Rockville.

1. Conclusions

- Based on review of the various facilities constructed by the City, it is apparent that Rockville has invested or plans to invest significant funds in its facilities, which will benefit new development within the City. There is a reasonable basis for charging development impact fees for a number of facilities within some of the major categories of infrastructure. The following two tables present the maximum legally defensible calculated costs by development type for each of the categories of investment.

Table 47. Development Impact Fee Summary

	Public Safety	Recreation and Parks	Stormwater	General Government	Total
Residential (Per Household)					
Single Family Detached	\$ 115	\$ 1,711	\$ 361	\$ 784	\$ 2,610
Single Family Attached	\$ 103	\$ 1,524	\$ 322	\$ 698	\$ 2,326
Multifamily/ Other	\$ 83	\$ 1,230	\$ 259	\$ 563	\$ 1,876
Non-Residential (Per 1,000 Square Feet)					
Retail	\$ 76	\$ 582	\$ 123	\$ 315	\$ 973
Office	\$ 121	\$ 931	\$ 197	\$ 505	\$ 1,557
Industrial	\$ 67	\$ 517	\$ 109	\$ 280	\$ 865
Other	\$ 61	\$ 466	\$ 98	\$ 252	\$ 778

Water and wastewater development impact fees are shown below in the following table; these fees are levied pertaining to meter size, as opposed to development unit type.

Table 48. Water and Wastewater Development Impact Fees by Meter Size

Meter Size	Water	Wastewater
1	\$ 5,898	\$ 5,900
1 1/2	\$ 11,796	\$ 11,800
2	\$ 18,873	\$ 18,900
3	\$ 37,746	\$ 37,900
4	\$ 58,978	\$ 59,200
6	\$ 117,956	\$ 118,400
8	\$ 188,730	\$ 189,400
10	\$ 283,095	\$ 284,100

- The City already has mechanisms in place to collect the capital costs associated with constructing refuse infrastructure.
- The City does not have the ability to realistically expand its road network to handle growth. The modest investment in expanding the road network does not produce a transportation development impact fee that would be worth implementing.

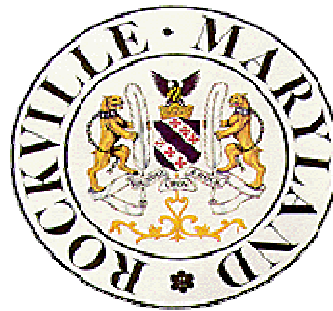
- It is fairly clear that new commercial development within the City creates a demand for affordable housing. It also appears that there is not a sufficient supply of affordable housing within the City to house these employees. However, the City currently does not fund affordable housing within the City, a necessary requirement for the establishment of any form of an impact fee. To impose an impact fee the City must incur a capital cost related to the fee.
- As laid out in the City's Adequate Public Facilities Ordinance, Rockville has established levels of service for schools, fire and emergency medical services higher than those established by Montgomery County. However, since the City of Rockville does not provide any of these services and does not have any physical assets or infrastructure pertaining to any of these services on which it can base an impact fee, the City cannot levy an impact fee for these services. By not imposing an impact fee for these services the City may also avoid any potential lawsuits from the implementation of these fees based on any absence of rational nexus or rough proportionality.
- The City of Rockville is almost entirely built-out, and there is very little land available for expansion. The majority of growth within the City over the next ten years is expected to occur as redevelopment (new construction on a site with pre-existing uses). While the City has identified in its capital improvement plan vehicles and facilities needed to accommodate growth, additional funding will be required to maintain adequate levels of service for future years.

2. Recommendations

- Based on the data available to MFSG, we recommend that the City impose the maximum legally defensible development impact fees to recover the capital costs of providing public safety, general government, park and recreation and refuse infrastructure to new development in the City. In addition, we recommend that the City continue to charge new customers to the water and wastewater systems impact fees based on meter size. The maximum defensible fees are shown in the two previous tables.
- We recommend that the City implement the fees by development type as shown in the two previous tables.
- These fees should be imposed immediately to capture revenues associated with current construction. We recommend that the City make the development impact fees due at time of application of building permit.
- The City should account for revenues received from impact fees properly to ensure that the funds are used exclusively for growth-related capital expenses for the categories of infrastructure mentioned in this study.
- We recommend that the City not implement development impact fees for refuse. The City already has a mechanism in place to collect the capital cost of providing refuse infrastructure.

- We recommend that the City not implement development impact fees for transportation. The modest fee for transportation does not warrant implementation and does not adequately represent the true cost of providing new transportation infrastructure of which the City is unlikely to construct to accommodate growth.
- We recommend that the City not pursue the implementation of the impact fees for schools and fire/EMS since the City does not provide these services and would not be able to meet the rational nexus test.
- We recommend that the City consider alternative means for funding affordable housing in the City. A cursory review of an impact fee for affordable housing presented several obstacles to calculating such a fee and will mostly like produce very limited results in terms of the its ability to provide substantially affordable housing in the City.
- We recommend that Rockville review and revise development impact fees every three to five years, taking into consideration any projects within the CIP that may be required due to growth within the City.
- We recommend that Rockville continue its efforts to attain authority to levy building excise taxes. Excise taxes are less restrictive than impact fees, as the can be set at any reasonable level and a geographic nexus between where the fee is collected and where it is spent is not required.
- We recommend that the City take into consideration current economic conditions within the Rockville area when determining whether or not to adopt any or all of the proposed development impact fees within this report. The study process for this report took place over a period of approximately two years. During this time, the nation as well as the Rockville area has experienced a great deal of economic change. Adoption of the fees is a policy decision that should take into consideration many factors including the current economic conditions. No matter the decision made by the City, the report and model developed for the study will serve to illustrate what it costs to provide City services to new development and will be instrumental in assisting Rockville with fiscal impact analysis, growth forecasting and developer negotiations.

Appendix A. City of Rockville Development Impact Fee Model



City of Rockville Development Impact Fee Study
Developed by: Municipal and Financial Services Group
Last Update: [4/27/2009](#)

MODEL INDEX

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SCHEDULE 1 - CAPITAL IMPROVEMENT PROJECTS

	Project	DIF	Funding Source	Pay via DIF?	Allocation	Percentage	Prior Approps	New Approps			Future Schedule		Current	
					Growth	Non-Growth		FY 09	FY 10	FY 11	FY 12	FY 13	Future Yrs	Total
	Recreation and Parks		Funding Source							Funding				
	Art in Public Architecture	RP	Capital Projects	Y	100%	0%	315,011	113,972	79,305	20,796	28,407	12,518	3,000	257,998
	Art in Public Places	RP	Capital Projects	Y	0%	100%	1,286,076	64,860	67,466	67,896	70,460	70,984	-	341,666
		RP	Developer	N	0%	100%	119,988	-	-	-	-	-	-	-
M	Asphalt/Concrete Improvement	RP	Capital Projects	Y	0%	100%	1,683,792	176,685	191,000	141,000	190,000	115,000	-	813,685
		RP	Bond Proceeds (Capital)	Y	0%	100%	342,000	-	-	-	-	-	-	-
M	Athletic Court System Improvement	RP	Capital Projects	Y	0%	100%	983,942	73,000	120,000	105,000	160,000	128,000	-	586,000
M	Ballfield Equipment Replacement	RP	Capital Projects	Y	0%	100%	-	-	423,000	156,760	543,000	-	92,000	1,214,760
	Civic Center Accessibility Improv.	RP	Capital Projects	Y	0%	100%	40,000	-	123,000	250,000	1,252,264	974,821	-	2,600,085
		RP	Program Open Space	N	0%	100%	-	-	-	303,858	-	-	-	303,858
		RP	Unfunded	Y	0%	100%	-	-	-	-	-	-	-	-
	College Gardens Park Improvement	RP	Capital Projects	Y	100%	0%	-	-	-	-	-	-	-	-
		RP	Bond Proceeds (Capital)	Y	100%	0%	933,573	-	-	-	-	-	-	-
	Community Landscape Enhance.	RP	Capital Projects	Y	0%	100%	-	-	165,000	112,711	-	-	-	277,711
		RP	Unfunded	Y	0%	100%	-	-	-	-	-	-	-	-
	Courthouse Square Fountain Plaza	RP	Capital Projects	Y	0%	100%	-	-	-	121,534	-	-	-	121,534
	Croydon Creek Nature Center	RP	Capital Projects	Y	100%	0%	166,330	-	-	-	-	-	-	-
		RP	Bond Proceeds (Capital)	Y	100%	0%	407,000	-	-	-	-	-	-	-
		RP	Federal Grant	N	100%	0%	34,000	-	-	-	-	-	-	-
		RP	Program Open Space	N	100%	0%	929,000	-	-	-	-	-	-	-
	F. Scott Fitzgerald Theatre	RP	Capital Projects	Y	0%	100%	1,092,019	46,000	192,000	-	743,000	125,000	-	1,106,000
		RP	Bond Proceeds (Capital)	Y	0%	100%	389,000	-	-	-	-	-	-	-
		RP	State Grant	N	0%	100%	246,576	-	-	-	-	-	-	-
		RP	Unfunded	Y	0%	100%	-	-	-	-	-	-	-	-
	Fallsgrove Park	RP	Capital Projects	Y	100%	0%	71,000	217,485	-	-	-	-	-	217,485
		RP	Bond Proceeds (Capital)	Y	100%	0%	134,000	-	-	-	-	-	-	-
		RP	Program Open Space	N	100%	0%	170,000	100,000	-	-	-	-	-	100,000
	Fallsgrove SWM Pond Enhancements	RP	Capital Projects	Y	100%	0%	135,000	-	-	-	-	-	-	-
	Gateway Welcome Signs	RP	Capital Projects	Y	0%	100%	-	-	25,000	450,000	-	-	-	475,000
		RP	Unfunded	Y	0%	100%	-	-	-	-	-	-	-	-
	Glenview Mansion — MP	RP	Capital Projects	Y	0%	100%	1,250,564	-	50,000	-	335,000	162,000	-	547,000
		RP	Bond Proceeds (Capital)	Y	0%	100%	207,000	-	-	-	-	-	-	-
M	HVAC Replacement — City Buildings	RP	Capital Projects	Y	0%	100%	85,070	98,215	163,669	-	150,000	102,797	-	514,681
		RP	Unfunded	Y	0%	100%	-	-	-	-	-	-	-	-
	King Farm "Farmstead" Park	RP	Capital Projects	Y	100%	0%	208,064	-	528,858	-	128,000	-	-	656,858
		RP	Bond Proceeds (Capital)	Y	100%	0%	358,000	-	-	-	-	-	-	-
		RP	Developer	N	100%	0%	75,000	-	-	-	-	-	-	-
		RP	Program Open Space	N	100%	0%	-	-	-	-	-	-	-	-
		RP	Unfunded	Y	100%	0%	-	-	-	-	-	1,500,000	15,000,000	16,500,000
	Maryvale Park Improvements	RP	Capital Projects	Y	100%	0%	131,500	56,000	-	-	-	-	-	56,000
	Mattie J. T. Stepanek Park	RP	Capital Projects	Y	100%	0%	642,915	533,000	142,618	-	-	-	-	675,618
		RP	Bond Proceeds (Capital)	Y	100%	0%	852,572	-	-	-	-	-	-	-
		RP	Developer	N	100%	0%	45,000	-	-	-	-	-	-	-
		RP	Federal Grant	N	100%	0%	75,000	-	-	-	-	-	-	-
		RP	Program Open Space	N	100%	0%	1,872,021	107,382	-	-	-	-	-	107,382
		RP	Unfunded	Y	100%	0%	-	-	100,000	-	-	-	-	100,000
	Outdoor Security Lighting	RP	Capital Projects	Y	0%	100%	-	-	-	357,000	-	-	250,000	607,000
	Park Land and Open Space Acq.	RP	Total	Y	100%	0%	-	-	-	-	-	-	-	-
		RP	Unfunded	Y	100%	0%	-	2,000,000	1,000,000	1,200,000	-	-	-	4,200,000
	Park Pedestrian Bridge Replacement	RP	Capital Projects	Y	0%	100%	489,000	52,500	116,300	-	196,100	-	-	364,900
		RP	Program Open Space	N	0%	100%	40,500	-	-	-	-	-	-	-
	Park Shelter Improvement	RP	Capital Projects	Y	0%	100%	-	-	110,000	-	-	-	-	110,000
		RP	Program Open Space	N	0%	100%	-	-	-	-	-	-	-	-

SCHEDULE 1 - CAPITAL IMPROVEMENT PROJECTS

Project	DIF	Funding Source	Pay via DIF?	Allocation Percentage		Prior Approps	New Approps		Future Schedule				Current Total
				Growth	Non-Growth		FY 09	FY 10	FY 11	FY 12	FY 13	Future Yrs	
Park System Sign Replacement	RP	Capital Projects	Y	0%	100%	-	-	-	191,000	-	-	-	191,000
Ped / Bike Bridge Over I-270	RP	Capital Projects	Y	100%	0%	800,088	-	-	-	-	-	-	-
	RP	Bond Proceeds (Capital)	Y	100%	0%	809,184	-	-	-	-	-	-	-
	RP	Developer	N	100%	0%	-	-	-	-	-	-	-	-
	RP	Federal Grant	N	100%	0%	3,771,910	-	-	-	-	-	-	-
Pedestrian Bike System Improvements	RP	Developer	N	100%	0%	85,000	-	-	-	-	-	-	-
	RP	Speed Camera Fund	N	100%	0%	-	1,010,000	-	-	-	-	-	1,010,000
Playground Equip. Replacement	RP	Capital Projects	Y	0%	100%	687,181	60,000	340,000	270,000	420,000	280,000	620,000	1,990,000
	RP	Bond Proceeds (Capital)	Y	0%	100%	866,000	-	-	-	-	-	-	-
	RP	Developer	N	0%	100%	70,000	-	-	-	-	-	-	-
	RP	State Grant	N	0%	100%	400,500	-	-	-	-	-	-	-
Pumphouse Facility Improvement	RP	Capital Projects	Y	0%	100%	-	31,000	102,784	-	-	-	-	133,784
	RP	Program Open Space	N	0%	100%	-	-	300,000	-	-	-	-	300,000
RedGate Golf Course Improvement	RP	Golf Fund	N	0%	100%	279,500	93,000	-	-	-	-	-	93,000
Rockcrest Recreation Center	RP	Capital Projects	Y	100%	0%	-	-	71,967	664,868	-	-	-	736,835
	RP	Program Open Space	N	100%	0%	-	-	-	200,000	-	-	-	200,000
M Roofing Replacement	RP	Capital Projects	Y	0%	100%	-	-	60,000	-	-	1,000,000	1,000,000	2,060,000
	RP	Unfunded	Y	0%	100%	-	-	-	-	-	-	-	-
Senior Center — Master Plan	RP	Capital Projects	Y	100%	0%	642,139	-	775,375	-	500,000	-	-	1,275,375
	RP	Bond Proceeds (Capital)	Y	100%	0%	467,000	-	-	-	-	-	-	-
	RP	State Grant	N	100%	0%	251,375	-	700,375	-	-	-	-	700,375
	RP	State Bond Bill	Y	100%	0%	100,000	-	-	-	-	-	-	-
	RP	Program Open Space	N	100%	0%	-	-	200,000	-	-	-	-	200,000
	RP	Rockville Seniors, Inc.	N	100%	0%	229,000	-	50,000	-	-	-	-	50,000
	RP	Unfunded	Y	100%	0%	-	-	1,500,000	-	-	-	-	1,500,000
Swim Center — Master Plan	RP	Capital Projects	Y	100%	0%	859,029	390,942	110,000	140,000	507,610	-	300,000	1,448,552
	RP	Program Open Space	N	100%	0%	-	-	-	-	-	-	-	-
	RP	Unfunded	Y	100%	0%	-	-	-	-	-	-	-	-
Swim Center — Meet/ Fit Room	RP	Capital Projects	Y	100%	0%	827,700	-	-	-	-	-	-	-
	RP	Bond Proceeds (Capital)	Y	100%	0%	713,537	-	-	-	-	-	-	-
	RP	Program Open Space	N	100%	0%	300,000	-	-	-	-	-	-	-
Thomas Farm Community Center	RP	Capital Projects	Y	100%	0%	100,000	-	-	-	-	-	-	-
	RP	Bond Proceeds (Capital)	Y	100%	0%	3,436,000	-	-	-	-	-	-	-
	RP	Developer	N	100%	0%	45,000	-	-	-	-	-	-	-
	RP	State Bond Bill	Y	100%	0%	250,000	-	-	-	-	-	-	-
	RP	Program Open Space	N	100%	0%	1,833,858	-	-	-	-	-	-	-
Veirs Mill Road Landscape Enhance.	RP	Capital Projects	Y	0%	100%	141,000	-	-	-	-	-	-	-
Recreation and Parks Subtotal						\$ 33,775,514	\$ 5,224,041	\$ 7,807,717	\$ 4,752,423	\$ 5,223,841	\$ 4,471,120	\$ 17,265,000	\$ 44,744,142
						less unfunded \$ 33,775,514	\$ 3,224,041	\$ 5,207,717	\$ 3,552,423	\$ 5,223,841	\$ 2,971,120	\$ 2,265,000	\$ 22,444,142
Recreation and Parks							Funding						
		Capital Projects	Y			12,637,420	1,913,659	3,957,342	3,048,565	5,223,841	2,971,120	2,265,000	19,379,527
		Bond Proceeds (Capital)	Y			9,914,866	-	-	-	-	-	-	-
		Developer	N			439,988	-	-	-	-	-	-	-
		Federal Grant	N			3,880,910	-	-	-	-	-	-	-
		State Grant	N			898,451	-	700,375	-	-	-	-	700,375
		State Bond Bill	Y			350,000	-	-	-	-	-	-	-
		Program Open Space	N			5,145,379	207,382	500,000	503,858	-	-	-	1,211,240
		Rockville Seniors, Inc.	N			229,000	-	50,000	-	-	-	-	50,000
		Golf Fund	N			279,500	93,000	-	-	-	-	-	93,000
		Speed Camera Fund	N			-	1,010,000	-	-	-	-	-	1,010,000
		Unfunded	Y			-	2,000,000	2,600,000	1,200,000	-	1,500,000	15,000,000	22,300,000
Recreation and Parks Subtotal						\$ 33,775,514	\$ 5,224,041	\$ 7,807,717	\$ 4,752,423	\$ 5,223,841	\$ 4,471,120	\$ 17,265,000	\$ 44,744,142
						less unfunded \$ 33,775,514	\$ 3,224,041	\$ 5,207,717	\$ 3,552,423	\$ 5,223,841	\$ 2,971,120	\$ 2,265,000	\$ 22,444,142

SCHEDULE 1 - CAPITAL IMPROVEMENT PROJECTS

	Project	DIF	Funding Source	Pay via DIF?	Allocation Percentage		Prior Approps	New Approps		Future Schedule				Current Total	
	Transportation				Growth	Non-Growth		FY 09	FY 10	FY 11	FY 12	FY 13	Future Yrs		
								Appropriations							
M	Asphalt Pavement Maintenance	TS	Capital Projects	Y	0%	100%	8,489,879	2,382,737	2,353,123	2,524,310	2,705,769	2,310,905	-	12,276,844	
		TS	Bond Proceeds (Capital)	Y	0%	100%	2,644,804	-	-	-	-	-	-	-	
	Avery Road — Reconstruction Baltimore Intermodal Access Rd	TS	Unfunded	Y	0%	100%	-	308,888	500,000	500,000	500,000	500,000	-	2,308,888	
		TS	Capital Projects	Y	0%	100%	-	-	-	-	200,000	1,000,000	-	1,200,000	
		TS	Capital Projects	Y	100%	0%	500,000	-	600,000	-	-	-	-	600,000	
		TS	Bond Proceeds (Capital)	Y	100%	0%	500,000	-	-	-	-	-	-	-	
		TS	Federal Grant	N	100%	0%	3,000,000	-	200,000	-	-	-	-	200,000	
		TS	Capital Projects	Y	0%	100%	150,425	150,000	105,000	110,000	115,000	120,000	-	600,000	
M	Bridge Rehabilitation	TS	Bond Proceeds (Capital)	Y	0%	100%	292,000	-	-	-	-	-	-	-	
		TS	Unfunded	Y	0%	100%	-	-	-	-	-	-	-	-	
		TS	Developer	N	100%	0%	136,500	-	-	-	-	-	-	-	
		TS	State Grant	N	100%	0%	50,000	-	-	-	-	-	-	-	
	Bus Shelters	TS	Capital Projects	Y	0%	100%	6,617,660	1,153,695	1,613,000	1,662,000	1,713,000	1,765,000	-	7,906,695	
		TS	Bond Proceeds (Capital)	Y	0%	100%	3,192,000	-	-	-	-	-	-	-	
		TS	Special Assessment	N	0%	100%	70,000	35,000	35,000	35,000	35,000	-	-	175,000	
		TS	Unfunded	Y	0%	100%	-	411,305	-	-	-	-	-	-	411,305
M	Concrete Repair Program	TS	Total	Y	100%	0%	-	-	-	-	-	-	-	-	
		TS	Unfunded	Y	100%	0%	-	-	-	-	-	-	-	-	
		TS	Capital Projects	Y	100%	0%	-	-	-	-	-	-	11,200,000	11,200,000	
		TS	Developer	N	100%	0%	1,036,373	100,000	100,000	100,000	100,000	100,000	-	500,000	
	Maryland/Dawson Extended	TS	Federal Grant	N	100%	0%	191,997	-	-	-	-	-	-	-	
		TS	Federal Grant	N	100%	0%	72,000	-	-	-	-	-	-	-	
		TS	Speed Camera Fund	N	100%	0%	-	320,000	470,000	470,000	470,000	470,000	-	2,200,000	
		TS	Unfunded	Y	100%	0%	-	-	-	-	-	-	5,700,000	5,700,000	
M	Pedestrian Safety	TS	Total	Y	100%	0%	-	-	-	-	-	-	-	-	
		TS	Unfunded	Y	100%	0%	-	-	-	-	-	-	-	-	
		TS	Capital Projects	Y	100%	0%	375,471	75,000	50,000	80,000	150,000	50,000	-	2,600,000	
		TS	Bond Proceeds (Capital)	Y	100%	0%	231,000	-	-	-	-	-	-	405,000	
	Southlawn Lane	TS	Speed Camera Fund	N	100%	0%	-	100,000	325,000	295,000	225,000	325,000	-	1,270,000	
		TS	Capital Projects	Y	100%	0%	313,740	-	-	-	-	-	-	-	
		TS	Unfunded	Y	100%	0%	-	-	-	-	-	-	-	-	
		TS	Capital Projects	Y	100%	0%	100,000	200,000	150,000	150,000	150,000	150,000	-	800,000	
M	Street Lighting Improvement	TS	Bond Proceeds (Capital)	Y	100%	0%	311,114	-	-	-	-	-	-	-	
		TS	Developer	N	100%	0%	25,000	-	-	-	-	-	-	-	
		TS	Federal Grant	N	100%	0%	73,000	-	-	-	-	-	-	-	
		TS	Unfunded	Y	100%	0%	-	-	-	-	-	-	-	-	
	Transportation Improvements West End Sidewalks	TS	Developer	N	100%	0%	1,163,511	218,688	-	-	-	-	-	218,688	
		TS	Capital Projects	Y	100%	0%	711,000	-	-	220,000	150,000	-	-	370,000	
		TS	Developer	N	100%	0%	189,531	-	-	-	-	-	-	-	
		TS	Federal Grant	N	100%	0%	200,000	-	-	-	-	-	-	-	
M	Traffic Calming	TS	Unfunded	Y	100%	0%	-	-	-	-	-	-	-	-	
		TS	Developer	N	100%	0%	-	-	-	-	-	-	-	-	
		TS	Federal Grant	N	100%	0%	73,000	-	-	-	-	-	-	-	
		TS	Unfunded	Y	100%	0%	-	-	-	-	-	-	-	-	
	Traffic Controls: Citywide	TS	Developer	N	100%	0%	-	-	-	-	-	-	-	-	
		TS	Federal Grant	N	100%	0%	73,000	-	-	-	-	-	-	-	
		TS	Unfunded	Y	100%	0%	-	-	-	-	-	-	-	-	
		TS	Capital Projects	Y	100%	0%	1,163,511	218,688	-	-	-	-	-	218,688	
M	Transportation Improvements West End Sidewalks	TS	Capital Projects	Y	100%	0%	711,000	-	-	220,000	150,000	-	-	370,000	
		TS	Developer	N	100%	0%	189,531	-	-	-	-	-	-	-	
		TS	Federal Grant	N	100%	0%	200,000	-	-	-	-	-	-	-	
		TS	Unfunded	Y	100%	0%	-	-	-	-	-	-	-	-	
	West Montgomery Alley	TS	Unfunded	Y	100%	0%	-	-	-	-	-	-	520,000	520,000	
		TS	Capital Projects	Y	100%	0%	165,000	-	-	-	-	-	-	-	
		Transportation Subtotal						\$ 30,802,005	\$ 5,455,313	\$ 6,501,123	\$ 6,146,310	\$ 6,513,769	\$ 6,825,905	\$ 20,020,000	\$ 51,462,420
		Transportation						less unfunded	30,802,005	4,735,120	6,001,123	5,646,310	6,013,769	6,325,905	-
M	Capital Projects	Y					18,459,548	4,061,432	4,971,123	4,846,310	5,283,769	5,495,905	-	24,658,539	
		Y					7,170,918	-	-	-	-	-	-	-	
		N					1,706,539	218,688	-	-	-	-	-	218,688	
		N					3,345,000	-	200,000	-	-	-	-	200,000	
	Special Assessment	N					50,000	-	-	-	-	-	-	-	
		N					70,000	35,000	35,000	35,000	35,000	35,000	-	175,000	
		N					-	420,000	795,000	765,000	695,000	795,000	-	3,470,000	
		Y					-	720,193	500,000	500,000	500,000	500,000	20,020,000	22,740,193	
Transportation Subtotal						\$ 30,802,005	\$ 5,455,313	\$ 6,501,123	\$ 6,146,310	\$ 6,513,769	\$ 6,825,905	\$ 20,020,000	\$ 51,462,420		
						less unfunded	30,802,005	4,735,120	6,001,123	5,646,310	6,013,769	6,325,905	-	28,722,227	

SCHEDULE 1 - CAPITAL IMPROVEMENT PROJECTS

Project	DIF	Funding Source	Pay via DIF?	Allocation Percentage		Prior Approps	New Approps		Future Schedule					Current Total
				Growth	Non-Growth		FY 09	FY 10	FY 11	FY 12	FY 13	Future Yrs		
Stormwater Management		Funding Source					Appropriations							
Cabin John — Lower Stream	SW	Stormwater Mgmt Fund	Y	100%	0%	-	-	130,000	-	770,000	-	-	900,000	
Cabin John — Watershed Study	SW	Stormwater Mgmt Fund	Y	100%	0%	150,000	-	-	-	-	-	-	-	
Carnation Dr/I-270 — SWM	SW	Stormwater Mgmt Fund	Y	100%	0%	177,000	-	-	-	-	-	-	-	
	SW	State Grant - Stormwater	N	100%	0%	182,000	-	-	-	-	-	-	-	
College Gardens Park — SWM	SW	Stormwater Mgmt Fund	Y	100%	0%	915,170	-	-	-	-	-	-	-	
	SW	State Grant - Stormwater	N	100%	0%	423,330	-	-	-	-	-	-	-	
Drainage Improvement	SW	Capital Projects	Y	100%	0%	345,000	-	-	-	-	-	-	-	
	SW	Bond Proceeds (Capital)	Y	100%	0%	236,000	-	-	-	-	-	-	-	
	SW	Stormwater Mgmt Fund	Y	100%	0%	-	50,000	200,000	50,000	250,000	-	-	550,000	
FEMA — Storm Damage Repair	SW	Capital Projects	Y	100%	0%	15,780	-	-	-	-	-	-	-	
	SW	Federal Grant	N	100%	0%	48,600	-	-	-	-	-	-	-	
	W	Water Fund	Y	100%	0%	5,120	-	-	-	-	-	-	-	
	SW	Federal Grant	N	100%	0%	15,775	-	-	-	-	-	-	-	
	SW	Stormwater Mgmt Fund	Y	100%	0%	38,460	-	-	-	-	-	-	-	
	SW	Federal Grant	N	100%	0%	118,960	-	-	-	-	-	-	-	
Glenora Park SWM	SW	Capital Projects	Y	100%	0%	-	-	-	-	15,000	-	100,000	115,000	
	SW	Stormwater Mgmt Fund	Y	100%	0%	-	-	-	-	342,000	-	1,404,000	1,746,000	
Horizon Hill Park — SWM	SW	Stormwater Mgmt Fund	Y	100%	0%	230,000	-	-	850,000	-	-	-	850,000	
	SW	Capital Projects	Y	100%	0%	-	15,000	-	100,000	-	-	-	115,000	
Lakewood — SWM	SW	Stormwater Mgmt Fund	Y	100%	0%	198,000	-	-	-	-	-	-	-	
Maryvale — SWM	SW	Capital Projects	Y	100%	0%	130,000	-	-	-	-	-	-	-	
	SW	Stormwater Mgmt Fund	Y	100%	0%	753,582	-	-	-	-	-	-	-	
Rock Creek — Watershed Study	SW	Stormwater Mgmt Fund	Y	100%	0%	-	-	-	160,000	-	-	-	160,000	
Storm Sewer Rehabilitation	SW	Capital Projects	Y	100%	0%	276,500	-	-	-	-	-	-	-	
	SW	Bond Proceeds (Capital)	Y	100%	0%	226,000	-	-	-	-	-	-	-	
	SW	State Grant - Capital Projects	N	100%	0%	267,600	-	-	-	-	-	-	-	
	SW	Stormwater Mgmt Fund	Y	100%	0%	125,000	310,000	165,000	-	220,000	-	-	695,000	
Watts Branch — Upper Stream	SW	Stormwater Mgmt Fund	Y	100%	0%	-	-	-	330,000	-	1,810,000	-	2,140,000	
Watts Branch Watershed Study	SW	Stormwater Mgmt Fund	Y	100%	0%	-	-	-	-	-	200,000	-	200,000	
Welsh Park — SWM	SW	Stormwater Mgmt Fund	Y	100%	0%	-	-	160,000	-	610,000	-	-	770,000	
Woodley Gardens — Stream	SW	Stormwater Mgmt Fund	Y	100%	0%	260,000	-	-	1,630,000	-	-	-	1,630,000	
Woottons Mill Park — Lower	SW	Stormwater Mgmt Fund	Y	100%	0%	-	-	-	140,000	-	850,000	-	990,000	
Stormwater Management Subtotal						\$ 5,137,877	\$ 375,000	\$ 655,000	\$ 3,260,000	\$ 2,207,000	\$ 2,860,000	\$ 1,504,000	\$ 10,861,000	
						less unfunded 5,137,877	375,000	655,000	3,260,000	2,207,000	2,860,000	1,504,000	10,861,000	
Water Resources		Funding Source					Funding							
		Capital Projects	Y			767,280	15,000	-	100,000	15,000	-	100,000	230,000	
		Bond Proceeds (Capital)	Y			462,000	-	-	-	-	-	-	-	
		Federal Grant	N			183,335	-	-	-	-	-	-	-	
		State Grant - Capital Projects	N			267,600	-	-	-	-	-	-	-	
		Water Fund	Y			5,120	-	-	-	-	-	-	-	
		Sewer Fund	Y			-	-	-	-	-	-	-	-	
		Stormwater Mgmt Fund	Y			2,847,212	360,000	655,000	3,160,000	2,192,000	2,860,000	1,404,000	10,631,000	
		State Grant - Stormwater	N			605,330	-	-	-	-	-	-	-	
		State Loan	Y			-	-	-	-	-	-	-	-	
		Unfunded	Y			-	-	-	-	-	-	-	-	
Water Resources Subtotal						\$ 5,137,877	\$ 375,000	\$ 655,000	\$ 3,260,000	\$ 2,207,000	\$ 2,860,000	\$ 1,504,000	\$ 10,861,000	
						less unfunded 5,137,877	375,000	655,000	3,260,000	2,207,000	2,860,000	1,504,000	10,861,000	

SCHEDULE 1 - CAPITAL IMPROVEMENT PROJECTS

Project	DIF	Funding Source	Pay via DIF?	Allocation Percentage		Prior Approps	New Approps		Future Schedule					Current Total
				Growth	Non-Growth		FY 09	FY 10	FY 11	FY 12	FY 13	Future Yrs		
Utilities														
						Appropriations								
Air Release Valves	W	Water Fund	Y	100%	0%	-	-	-	285,000	-	285,000	-	570,000	
Blue Plains Wastewater Treatment	WW	Sewer Fund	Y	100%	0%	4,105,600	415,000	2,024,000	1,192,000	1,407,000	1,991,000	3,555,000	10,584,000	
	WW	Bond Proceeds (Sewer)	Y	100%	0%	15,291,000	-	-	-	-	-	-	-	
Hydraulic Surge Protection	W	Water Fund	Y	100%	0%	-	-	160,000	600,000	-	-	-	760,000	
Lewis Water Main Upgrade Phase I	W	Water Fund	Y	100%	0%	656,000	-	-	-	-	-	-	-	
	W	Bond Proceeds (Water)	Y	100%	0%	150,000	-	-	-	-	-	-	-	
	W	Developer	N	100%	0%	315,000	-	-	-	-	-	-	-	
Lewis Water Main Upgrade Phase II	W	Water Fund	Y	100%	0%	-	-	-	-	158,000	1,151,000	-	1,309,000	
Meter Replacement - Commercial	W	Bond Proceeds (Water)	Y	100%	0%	1,750,000	-	-	-	-	-	-	-	
Meter Replacement - Residential	W	Bond Proceeds (Water)	Y	100%	0%	1,900,000	-	1,600,000	-	-	-	-	1,600,000	
Pump Stations Upgrade	WW	Sewer Fund	Y	100%	0%	90,000	34,000	-	-	-	-	-	34,000	
Rock Creek — Wastewater Facility	WW	Sewer Fund	Y	100%	0%	1,273,360	-	-	-	-	-	5,000,000	5,000,000	
SCADA Assessment	W	Water Fund	Y	100%	0%	-	50,000	50,000	200,000	-	-	-	300,000	
Sewer Capacity — Cabin John	WW	Sewer Fund	Y	100%	0%	-	-	-	-	-	-	300,000	300,000	
Sewer Capacity — Rock Creek	WW	Sewer Fund	Y	100%	0%	250,000	-	-	-	-	-	-	-	
Sewer Capacity — Watts Branch	WW	Sewer Fund	Y	100%	0%	-	-	-	-	-	-	300,000	300,000	
Sewer Evaluation — Cabin John	WW	Sewer Fund	Y	100%	0%	565,000	-	-	-	-	-	-	-	
Sewer Evaluation — Rock Creek	WW	Sewer Fund	Y	100%	0%	93,975	-	243,000	-	-	-	-	243,000	
Sewer Evaluation — Watts Branch	WW	Sewer Fund	Y	100%	0%	-	-	-	-	550,000	-	-	550,000	
Sewer Main Rehabilitation	WW	Sewer Fund	Y	100%	0%	-	245,000	101,000	367,000	81,000	-	-	794,000	
Sewer Rehab — Cabin John	WW	Sewer Fund	Y	100%	0%	615,000	460,000	-	-	1,000,000	-	-	1,460,000	
Sewer Rehab — Rock Creek	WW	Sewer Fund	Y	100%	0%	1,244,025	-	-	1,657,500	-	-	-	1,657,500	
Sewer Rehab — Watts Branch	WW	Sewer Fund	Y	100%	0%	-	-	494,000	-	-	-	2,470,000	2,964,000	
Southlawn Lane — Sewer/Water	W	Special Assess. (Water)	N	100%	0%	-	-	-	-	-	-	-	-	
	W	Water Fund	Y	100%	0%	161,000	39,000	482,000	-	-	-	-	521,000	
	WW	Sewer Fund	Y	100%	0%	320,000	-	792,000	-	-	-	-	792,000	
	WW	Special Assess. (Sewer)	N	100%	0%	-	-	249,200	-	-	-	-	249,200	
Stonestreet Avenue — Water	W	Water Fund	Y	100%	0%	-	118,000	864,000	-	-	-	-	982,000	
Water — Distribution Study	W	Bond Proceeds (Water)	Y	100%	0%	253,000	-	-	-	-	-	-	-	
Water Main Rehabilitation	W	Water Fund	Y	100%	0%	508,200	-	-	3,269,000	2,916,000	3,024,000	58,202,000	67,411,000	
	W	Bond Proceeds (Water)	Y	100%	0%	325,000	2,223,800	3,524,000	-	-	-	-	5,747,800	
Water Plant — Generator	W	Water Fund	Y	100%	0%	315,362	-	-	-	-	-	-	-	
	W	Bond Proceeds (Water)	Y	100%	0%	150,000	-	-	-	-	-	-	-	
Water Plant — Rehab./Repair	W	Water Fund	Y	100%	0%	295,000	460,550	261,200	150,000	100,000	100,000	-	1,071,750	
Water Plant Upgrades	W	Water Fund	Y	100%	0%	259,500	-	-	5,375,000	5,100,000	-	-	10,475,000	
	W	Bond Proceeds (Water)	Y	100%	0%	-	325,000	3,550,000	-	-	-	-	3,875,000	
Water Pump — Glen Mill Road	W	Water Fund	Y	100%	0%	269,564	-	-	-	-	-	-	-	
	W	Bond Proceeds (Water)	Y	100%	0%	1,550,000	-	-	-	-	-	-	-	
	W	State Loan	Y	100%	0%	1,701,462	-	-	-	-	-	-	-	
Water Tank Assessment	W	Water Fund	Y	100%	0%	-	250,000	600,000	-	2,000,000	-	-	2,850,000	
Utilities Subtotal						\$ 34,407,048	\$ 4,620,350	\$ 14,994,400	\$ 13,095,500	\$ 13,312,000	\$ 6,551,000	\$ 69,827,000	\$ 122,400,250	
Utilities														
				Funding Source		Funding								
		Water Fund	Y			2,464,626	917,550	2,417,200	9,879,000	10,274,000	4,560,000	58,202,000	86,249,750	
		Bond Proceeds (Water)	Y			6,078,000	2,548,800	8,674,000	-	-	-	-	11,222,800	
		Special Assess. (Water)	N			-	-	-	-	-	-	-	-	
		Developer	N			315,000	-	-	-	-	-	-	-	
		State Loan	Y			1,701,462	-	-	-	-	-	-	-	
		Sewer Fund	Y			8,556,960	1,154,000	3,654,000	3,216,500	3,038,000	1,991,000	11,625,000	24,678,500	
		Bond Proceeds (Sewer)	Y			15,291,000	-	-	-	-	-	-	-	
		Special Assess. (Sewer)	N			-	-	249,200	-	-	-	-	249,200	
Utilities Subtotal						\$ 34,407,048	\$ 4,620,350	\$ 14,994,400	\$ 13,095,500	\$ 13,312,000	\$ 6,551,000	\$ 69,827,000	\$ 122,400,250	

SCHEDULE 1 - CAPITAL IMPROVEMENT PROJECTS

Project		DIF	Funding Source	Pay via DIF?	Allocation Percentage Growth Non-Growth	Prior Approps	New Approps FY 09	FY 10	Future Schedule FY 11 FY 12 FY 13				Future Yrs	Current Total
General Government			Funding Source						Appropriations					
M	Cable TV Equipment	GG	Telecom Fees	N	100%	0%	623,466	54,277	54,277	54,277	54,277	54,277	30,000	301,385
	City Hall Improvement	GG	Capital Projects	Y	100%	0%	3,584,003	175,000	249,000	1,119,000	-	-	-	1,543,000
		GG	Bond Proceeds (Capital)	Y	100%	0%	736,000	-	-	-	-	-	-	-
	Financial System	GG	Capital Projects	Y	100%	0%	200,000	-	180,000	-	-	-	-	180,000
		GG	Bond Proceeds (Capital)	Y	100%	0%	850,000	-	-	-	-	-	-	-
	Gude Drive Facility Improvement	GG	Capital Projects	Y	100%	0%	185,797	4,962,517	431,000	-	-	-	-	5,393,517
		GG	Bond Proceeds (Capital)	Y	100%	0%	4,322,293	-	-	-	-	-	-	-
	I-Net Connect. To Thomas Farm	GG	Capital Projects	Y	100%	0%	125,000	-	-	-	-	-	-	-
	Police Station	PS	Capital Projects	Y	100%	0%	-	-	6,022,699	-	-	-	-	6,022,699
		PS	Bond Proceeds (Capital)	Y	100%	0%	367,680	-	-	-	-	-	-	-
	Police Technology	PS	Capital Projects	Y	100%	0%	487,750	-	-	-	-	-	-	-
		PS	Federal Grant	N	100%	0%	2,279,848	-	-	-	-	-	-	-
		PS	State Grant	N	100%	0%	15,000	-	-	-	-	-	-	-
	Rockville Arts and Innovation Ctr	GG	Capital Projects	Y	100%	0%	2,598,866	-	-	-	-	-	-	-
		GG	Bond Proceeds (Capital)	Y	100%	0%	4,926,500	-	-	-	-	-	-	-
		GG	Developer	N	100%	0%	1,177,469	-	-	-	-	-	-	-
		GG	Montgomery County	N	100%	0%	6,260,556	-	-	-	-	-	-	-
	Recycling Off-Load Facility/Carts	GG	Bond Proceeds (Refuse)	Y	100%	0%	1,141,541	755,503	-	-	-	-	-	755,503
	Stonestreet Improvements	TS	Capital Projects	Y	100%	0%	245,000	-	-	-	-	-	-	-
		TS	Unfunded	Y	100%	0%	-	-	300,000	300,000	300,000	-	-	900,000
	Town Center — Parking Facilities	GG	Developer	N	100%	0%	20,502,200	-	-	-	-	-	-	-
		GG	Parking Fund	N	100%	0%	341,218	-	-	-	-	-	-	-
		GG	Bond Proceeds (Parking)	Y	100%	0%	34,657,000	-	-	-	-	-	-	-
		GG	State Grant (Parking)	N	100%	0%	1,000,000	-	-	-	-	-	-	-
	Town Square — Public Improv.	GG	Capital Projects	Y	100%	0%	1,970,908	-	-	-	-	-	-	-
		GG	Bond Proceeds (Capital)	Y	100%	0%	6,100,000	-	-	-	-	-	-	-
		GG	Developer	N	100%	0%	33,531,148	-	-	-	-	-	-	-
		GG	Federal Grant	N	100%	0%	160,000	-	-	-	-	-	-	-
		GG	State Grant	N	100%	0%	4,500,000	-	-	-	-	-	-	-
		GG	Montgomery County	N	100%	0%	12,000,000	-	-	-	-	-	-	-
		GG	Montgomery Library	N	100%	0%	2,380,147	-	-	-	-	-	-	-
	Vehicles for City Use	SW	Stormwater Mgmt Fund	Y	100%	0%	500,000	-	-	-	-	-	-	-
		GG	Capital Projects	Y	100%	0%	3,057,676	778,997	648,064	878,190	1,100,275	648,770	-	4,054,296
		GG	Bond Proceeds (Capital)	Y	100%	0%	2,579,000	-	-	-	-	-	-	-
		W	Water Fund	Y	100%	0%	274,589	45,000	141,149	201,552	20,566	48,666	-	456,933
		W	Bond Proceeds (Water)	Y	100%	0%	246,000	-	-	-	-	-	-	-
		WW	Sewer Fund	Y	100%	0%	601,621	118,680	8,112	-	-	112,038	-	238,830
		R	Refuse Fund	Y	100%	0%	-	480,700	184,850	328,500	380,000	288,113	-	1,662,163
		R	Bond Proceeds (Refuse)	Y	100%	0%	1,410,439	-	-	-	-	-	-	-
		GG	Golf Fund	N	100%	0%	-	107,120	20,550	25,872	-	-	-	153,542
		WW	Stormwater Mgmt Fund	Y	100%	0%	-	-	62,733	-	20,566	-	-	83,299
		WW	Parking Fund	N	100%	0%	-	12,000	12,485	-	22,948	-	-	47,433
		WW	Speed Camera Fund	N	100%	0%	-	22,440	-	-	-	-	-	22,440
General Government Subtotal							\$ 155,938,715	\$ 7,512,234	\$ 8,314,919	\$ 2,907,391	\$ 1,898,632	\$ 1,151,864	\$ 30,000	\$ 21,815,040
						less unfunded	155,938,715	7,512,234	8,014,919	2,607,391	1,598,632	1,151,864	30,000	20,915,040
General Government			Funding Source						Funding					
			Capital Projects	Y			12,455,000	5,916,514	7,530,763	1,997,190	1,100,275	648,770	-	17,193,512
			Bond Proceeds (Capital)	Y			19,881,473	-	-	-	-	-	-	-
			Developer	N			55,210,817	-	-	-	-	-	-	-
			Federal Grant	N			2,439,848	-	-	-	-	-	-	-
			State Grant	N			4,515,000	-	-	-	-	-	-	-
			Montgomery County	N			18,260,556	-	-	-	-	-	-	-
			Montgomery Library	N			2,380,147	-	-	-	-	-	-	-
			Telecom Fees	N			623,466	54,277	54,277	54,277	54,277	54,277	30,000	301,385
			Water Fund	Y			274,589	45,000	141,149	201,552	20,566	48,666	-	456,933
			Bond Proceeds (Water)	Y			246,000	-	-	-	-	-	-	-
			Sewer Fund	Y			601,621	118,680	8,112	-	-	112,038	-	238,830
			Stormwater Mgmt Fund	Y			500,000	-	62,733	-	20,566	-	-	83,299
			Refuse Fund	Y			-	480,700	184,850	328,500	380,000	288,113	-	1,662,163
			Bond Proceeds (Refuse)	Y			2,551,980	755,503	-	-	-	-	-	755,503
			Golf Fund	N			-	107,120	20,550	25,872	-	-	-	153,542
			Parking Fund	N			341,218	12,000	12,485	-	22,948	-	-	47,433
			Bond Proceeds (Parking)	Y			34,657,000	-	-	-	-	-	-	-
			State Grant (Parking)	N			1,000,000	-	-	-	-	-	-	-
			Speed Camera Fund	N			-	22,440	-	-	-	-	-	22,440
			Unfunded	Y			-	-	300,000	300,000	300,000	-	-	900,000
General Government Subtotal							\$ 155,938,715	\$ 7,512,234	\$ 8,314,919	\$ 2,907,391	\$ 1,898,632	\$ 1,151,864	\$ 30,000	\$ 21,815,040
						less unfunded	155,938,715	7,512,234	8,014,919	2,607,391	1,598,632	1,151,864	30,000	20,915,040

SCHEDULE 1 - CAPITAL IMPROVEMENT PROJECTS

Project	DIF	Funding Source	Pay via DIF?	Allocation Percentage Growth Non-Growth	Prior Approps	New Approps FY 09	FY 10	FY 11	Future Schedule			Future Yrs	Current Total
TOTAL APPROPRIATIONS						\$ 260,061,159	\$ 23,186,938	\$ 38,273,159	\$ 30,161,624	\$ 29,155,242	\$ 21,859,889	\$ 108,646,000	\$ 251,282,852
TOTAL FUNDING						\$ 260,061,159	\$ 23,186,938	\$ 38,273,159	\$ 30,161,624	\$ 29,155,242	\$ 21,859,889	\$ 108,646,000	\$ 251,282,852
CIP by DIF Category													
Public Safety	PS					\$ 3,150,278	\$ -	\$ 6,022,699	\$ -	\$ -	\$ -	\$ -	6,022,699
Refuse	R					\$ 1,410,439	\$ 480,700	\$ 184,850	\$ 328,500	\$ 380,000	\$ 288,113	\$ -	1,662,163
Transportation and Streets	TS					\$ 31,047,005	\$ 5,455,313	\$ 6,801,123	\$ 6,446,310	\$ 6,813,769	\$ 6,825,905	\$ 20,020,000	52,362,420
Water	W					\$ 11,084,797	\$ 3,511,350	\$ 11,232,349	\$ 10,080,552	\$ 10,294,566	\$ 4,608,666	\$ 58,202,000	97,929,483
Wastewater	WW					\$ 24,449,581	\$ 1,307,120	\$ 3,986,530	\$ 3,216,500	\$ 3,081,514	\$ 2,103,038	\$ 11,625,000	25,319,702
Recreation and Parks - Open Spaces and Facilities	RP					\$ 33,775,514	\$ 5,224,041	\$ 7,807,717	\$ 4,752,423	\$ 5,223,841	\$ 4,471,120	\$ 17,265,000	44,744,142
Stormwater	SW					\$ 5,632,757	\$ 375,000	\$ 655,000	\$ 3,260,000	\$ 2,207,000	\$ 2,860,000	\$ 1,504,000	10,861,000
General Government Facilities	GG					\$ 149,510,788	\$ 6,833,414	\$ 1,582,891	\$ 2,077,339	\$ 1,154,552	\$ 703,047	\$ 30,000	12,381,243
Affordable Housing	AH					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Schools	S					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Fire and Emergency Medical Services	FEMS					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Total CIP by DIF Category						\$ 260,061,159	\$ 23,186,938	\$ 38,273,159	\$ 30,161,624	\$ 29,155,242	\$ 21,859,889	\$ 108,646,000	\$ 251,282,852
Payable through Development Impact Fee*													
			Y										
Public Safety	PS					\$ 855,430	\$ -	\$ 6,022,699	\$ -	\$ -	\$ -	\$ -	6,022,699
Refuse	R					\$ 1,410,439	\$ 480,700	\$ 184,850	\$ 328,500	\$ 380,000	\$ 288,113	\$ -	1,662,163
Transportation and Streets	TS					\$ 4,488,698	\$ 375,000	\$ 1,200,000	\$ 850,000	\$ 850,000	\$ 300,000	\$ 20,020,000	23,595,000
Water	W					\$ 10,769,797	\$ 3,511,350	\$ 11,232,349	\$ 10,080,552	\$ 10,294,566	\$ 4,608,666	\$ 58,202,000	97,929,483
Wastewater	WW					\$ 24,449,581	\$ 1,272,680	\$ 3,724,845	\$ 3,216,500	\$ 3,058,566	\$ 2,103,038	\$ 11,625,000	25,000,629
Recreation and Parks - Open Spaces and Facilities	RP					\$ 13,359,642	\$ 3,311,399	\$ 4,308,123	\$ 2,025,664	\$ 1,164,017	\$ 1,512,518	\$ 15,303,000	27,624,721
Stormwater	SW					\$ 4,576,492	\$ 375,000	\$ 655,000	\$ 3,260,000	\$ 2,207,000	\$ 2,860,000	\$ 1,504,000	10,861,000
General Government Facilities	GG					\$ 67,034,584	\$ 6,672,017	\$ 1,508,064	\$ 1,997,190	\$ 1,100,275	\$ 648,770	\$ -	11,926,316
Affordable Housing	AH					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Schools	S					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Fire and Emergency Medical Services	FEMS					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Total Payable through Development Impact Fee						\$ 126,944,663	\$ 15,998,146	\$ 28,835,930	\$ 21,758,406	\$ 19,054,424	\$ 12,321,105	\$ 106,654,000	\$ 204,622,011
*Those projects that Pay via DIF=Y and Growth % > 0													
Not Payable through Development Impact Fee*													
			N										
Public Safety	PS					\$ 2,294,848	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Refuse	R					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Transportation and Streets	TS					\$ 26,558,307	\$ 5,080,313	\$ 5,601,123	\$ 5,596,310	\$ 5,963,769	\$ 6,525,905	\$ -	28,767,420
Water	W					\$ 315,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Wastewater	WW					\$ -	\$ 34,440	\$ 261,685	\$ -	\$ 22,948	\$ -	\$ -	319,073
Recreation and Parks - Open Spaces and Facilities	RP					\$ 20,415,872	\$ 1,912,642	\$ 3,499,594	\$ 2,726,759	\$ 4,059,824	\$ 2,958,602	\$ 1,962,000	17,119,421
Stormwater	SW					\$ 1,056,265	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
General Government Facilities	GG					\$ 82,476,204	\$ 161,397	\$ 74,827	\$ 80,149	\$ 54,277	\$ 54,277	\$ 30,000	454,927
Affordable Housing	AH					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Schools	S					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Fire and Emergency Medical Services	FEMS					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Total Not Payable through Development Impact Fee						\$ 133,116,496	\$ 7,188,792	\$ 9,437,229	\$ 8,403,218	\$ 10,100,818	\$ 9,538,784	\$ 1,992,000	\$ 46,660,841
*Those projects that Pay via DIF=N or Pay via DIF=Y and Growth % = 0													

SCHEDULE 2 - DEMOGRAPHICS

	Actual FY 98	Actual FY 99	Actual FY 00	Actual FY 01	Actual FY 02	Actual FY 03	Actual FY 04	Actual FY 05	Actual FY 06	Actual FY 07	Adopt. Bud. FY 08	Adopt. Bud. FY 09	Adopt. Bud. FY 10	Adopt. Bud. FY 11	Adopt. Bud. FY 12	Adopt. Bud. FY 13	COG FY 14
Population (being used)	48,025	48,618	48,920	49,511	51,578	52,401	57,619	59,552	59,887	61,030	61,909	61,966	62,023	62,923	63,835	64,761	65,700
Percent Change		1.23%	0.62%	1.21%	4.17%	1.60%	9.96%	3.35%	0.56%	1.91%	1.44%	0.09%	0.09%	1.45%	1.45%	1.45%	1.45%
Incremental Change		593	302	591	2,067	823	5,218	1,933	335	1,143	879	57	57	900	913	926	939
Population (US Census Estimates)			47,388	47,834	49,456	52,243	54,768	56,756	57,040	58,742	58,706						
Percent Change				0.94%	3.39%	5.64%	4.83%		0.50%	2.98%	-0.06%						
Population (FY 09 Adopted Budget/CIP)			47,388					53,710			63,169		64,860	67,466	67,896	70,460	70,984
Percent Change														4.02%	0.64%	3.78%	0.74%
Population (CAFR FY 07) ¹	48,025	48,618	48,920	49,511	51,578	52,401	57,619	59,552	59,887	61,030							
Percent Change		1.23%	0.62%	1.21%	4.17%	1.60%	9.96%	3.35%	0.56%	1.91%							
Population (Metro Washington COG)			47,388	49,606	51,928	54,358	56,903	59,566	60,049	60,537	61,028	61,524	62,023	62,923	63,835	64,761	65,700
Percent Change				4.68%	4.68%	4.68%	4.68%	4.68%	0.81%	0.81%	0.81%	0.81%	0.81%	1.45%	1.45%	1.45%	1.45%
Household (Metro Washington COG)			17,193					22,485	22,708	22,933	23,160	23,390	23,622	24,046	24,479	24,918	25,366
Percent Change									0.99%	0.99%	0.99%	0.99%	0.99%	1.80%	1.80%	1.80%	1.80%
Employment (Metro Washington COG)			68,739					76,597	77,430	78,271	79,122	79,982	80,852	82,138	83,445	84,773	86,122
Percent Change									1.09%	1.09%	1.09%	1.09%	1.09%	1.59%	1.59%	1.59%	1.59%
¹ Population estimates for 2000 reflect the U.S. Bureau of the Census data. All other years are City of Rockville Department of Community Planning and Development Services (CPDS) estimates.											calculated trends						

Housing Units

1-unit, detached	10,487																
1-unit, attached	2,755																
2 units	94																
3 or 4 units	268																
5 to 9 units	674																
10 to 19 units	1,117																
20 or more units	2,373																
Mobile home	26																
Single family				776	294	930	636	696	275	393	718	752	1,185	70	1,193		
Townhomes				195	122	301	329	282	-	12	41	42	6	10	25		
Multifamily				172	181	119	110	50	-	7	6	2	37	-	-		
Group Quarters						99		-	-	15	330	-	-	166	-		
Boat, RV, van, etc.			-														
Total			17,794	18,937	19,534	20,884	22,058	23,086	23,361	23,788	24,883	25,679	26,907	27,153	28,371		

Rockville Housing Census 2000 Data

Unit Projections are developed based on existing approvals and pipeline projections by CPDS

Residential Dwelling Type		Weekday Trips per Unit*	Primary Trip Percent**	Population Factor (PPH)	Total w/o assisted	Percent Distribution	Weighted Unit Totals	Weighted % Dist.
Single Family Detached	Single Family	9.57	62%	2,915	11,005	49%	32,080	55%
Single Family Attached	Townhouse/ Condos	5.86	62%	2,597	3,660	16%	9,505	16%
Multifamily/ Other	Multifamily	6.72	62%	2,095	7,745	35%	16,226	28%
Assisted	Group Quarters			1,550				
Shelter				2,170				
*From Trip Generation					22,410	100%	57,810	100%
**Calculated using data from Table P27 of SF3 of Census 2000 and data from Table 29 of 2001 National Housing Travel Survey Summary of Travel Trends					calculated			

	Non-Residential Type	Size	Jobs*	Square Feet per Employee	Total Square Feet	Employees per 1,000 Sq. Ft.**	Weekday Trips per Unit	Primary Trip Percent	Total Weekday Trips			
820	Retail		64,941	400	25,976,303	2.50		25%	63,002	Page 1451	584,585	
	25,000 Sq. Ft. or less	25.00					110.32	25%			106,382	
	25,000 to 50,000 Sq. Ft.	50.00					86.56	25%				
	50,000 to 75,000 Sq. Ft.	75.00					75.10	25%				
	75,000 to 100,000 Sq. Ft.	100.00					67.91	25%				
	100,000 to 200,000 Sq. Ft.	200.00					53.28	25%				
	200,000 to 300,000 Sq. Ft.	300.00					46.23	25%				
710	Office		12,577	250	3,144,231	4.00		50%	9,489	Page 1158		
	25,000 Sq. Ft. or less	25.00					18.35	50%				
	25,000 to 50,000 Sq. Ft.	50.00					15.65	50%				
	50,000 to 75,000 Sq. Ft.	75.00					14.25	50%				
	75,000 to 100,000 Sq. Ft.	100.00					13.34	50%				
	100,000 to 200,000 Sq. Ft.	200.00					11.37	50%				
	200,000 to 300,000 Sq. Ft.	300.00					10.36	50%				
110	Industrial		5,563	450	2,503,350	2.22		6.97	9,299	Page 99		
	Other		10,164	500	5,082,227	2.00		6.97	18,931			
									100,721			

*2000 to 2010 Estimate; taken from Commercials - Square Footage and Jobs.xls, officespacewithvacancy

**Derived from Washington COGS Square Feet per Employee

	Total Weekday Trips		
Residential	62%	118,459	157,198 Page 269

Functional Population	FY 00	Individual Hours per Day	Total Hours per Day
Residential			
Rockville Population	47,388		
Not working	23,500	24	564,000
Working*	23,888		
Inside Rockville*	5,414	16	86,624
Outside Rockville*	18,474	16	295,584
Subtotal			946,208
Residential Allocation			66%
Non-Residential			
Jobs in Rockville**	60,565		
Rockville Population	5,414	8	43,312
Non-Rockville Population	55,151	8	441,208
Subtotal			484,520
Non-Residential Allocation			34%
Total			1,430,728

*Table P27 from SF3 of Census 2000

**Census Transportation Planning Package 2000, Part 2, Table 010 for Federal Information Processing Standard place code 67675 (Rockville)

		Unit Summary - FY07 (September 2006)					Population Summary - FY07 (September 2006)				
		Single Fam Detached	Single Fam Attached	Apt/ Condo	Others Assisted	Total	Single Fam Detached	Single Fam Attached	Apt/ Condo	Others	Total
Planning Area 1	Town Center (2001)	54	102	1,699	70	1,925	157	265	3,608	109	4,139
Planning Area 2	Croydon Park (1982)	1,012	54	-	-	1,066	2,950	140	-	-	3,090
Planning Area 3	Hungerford, Stoneridge, and New mark Commons (1985)	892	409	448	1	1,750	2,600	1,062	939	10	4,611
Planning Area 4	West End/Woodley Gardens (1989)	1,372	175	33	-	1,580	3,999	454	69	-	4,523
Planning Area 5	Woodley Gardens and College Gardens	676	582	331	-	1,589	1,971	1,511	693	-	4,175
Planning Area 6	Lincoln Park (1984)	226	-	16	-	242	658	-	34	-	692
Planning Area 7	Twinbrook Forest and Northeast Rockville	1,627	110	330	-	2,067	4,743	286	691	-	5,720
Planning Area 8	Twinbrook (1982)	1,840	65	-	-	1,905	5,364	169	-	-	5,532
Planning Area 9	Rockville Pike (1989)	-	88	1,074	250	1,412	-	229	2,250	388	2,866
Planning Area 10	Montrose	222	219	977	99	1,517	647	569	2,047	153	3,416
Planning Area 11	North Farm	262	-	-	-	262	764	-	-	-	764
Planning Area 12	Westmont/Tower Oaks (1985)	-	136	-	-	136	353	-	-	-	353
Planning Area 13	Orchard Ridge, Potomac Woods, Falls Ridge	773	-	-	-	773	2,253	-	-	-	2,253
Planning Area 14	Rockshire and Fallsmead	1,500	491	-	432	2,423	4,374	1,275	-	505	6,153
Planning Area 15	Research/Piccard Area					-					-
Planning Area 16	Southlawn/Redgate					-					-
Planning Area 17	King Farm	363	749	2,092	-	3,204	1,058	1,945	4,383	-	7,386
Planning Area 18	Fallsgrove	186	480	745	-	1,411	542	1,247	1,561	-	3,350
		Total	11,005	3,660	7,745	852	32,433	9,152	16,274	1,164	59,023
Areas in Bold are predominantly Non-Residential		Percent	47.31%	15.73%	33.29%	3.66%					

Dwelling Units by Planning Area-2007

COG FY 15	Calculated FY 16	Calculated FY 17	Calculated FY 18	Calculated FY 19	COG FY 20	COG 2025	COG 2030	COG 2035	COG 2040	35 Year Change 2005-2040	Change 2005-2040	Percentage
66,653	67,394	68,144	68,901	69,667	70,442	74,642	77,585	80,728	83,870	Population (from City and COG)		
1.45%	1.11%	1.11%	1.11%	1.11%	1.11%	5.96%	3.94%	4.05%	3.89%			
73,960												
Population (from City)												
66,653	67,394	68,144	68,901	69,667	70,442	74,642	77,585	80,728	83,870	Percent Change		
1.45%	1.11%	1.11%	1.11%	1.11%	1.11%	5.96%	3.94%	4.05%	3.89%	24,304	40.80%	Population (from COG)
25,822	26,174	26,531	26,893	27,259	27,631	29,621	31,163	32,663	34,163	11,678	51.94%	Household (from COG)
1.80%	1.36%	1.36%	1.36%	1.36%	1.36%	7.20%	5.21%	4.81%	4.59%	Percent Change		
87,492	88,840	90,209	91,599	93,010	94,443	100,744	104,232	107,232	110,232	33,635	43.91%	Employment (from COG)
1.59%	1.54%	1.54%	1.54%	1.54%	1.54%	6.67%	3.46%	2.88%	2.80%	Percent Change		

SCHEDULE 3 - PUBLIC SAFETY**FUNCTIONAL POPULATION COST ALLOCATION**

	FY 00	Percentage
Hours per Day (Residential)	946,208	66%
Hours per Day (Non-Residential)	484,520	34%
Total	1,430,728	100%

DEMAND ALLOCATION

	FY 09
Population (Residential)	61,966
Employees (Non-Residential)	79,982
	141,948

BUY-IN COST METHOD

New Police Facility	Square Feet
Capacity (New Police Facility)	11,415
Population and Employee Usage	0.080
Additional Capacity (New Police Facility Annex)	9,300
Additional Population and Employees that can be served annually from Available Excess Capacity	115,648
Cost Allocated to Additional Capacity (Annex)	\$ 2,790,000
Subtotal New Police Facility Annex Cost per Resident/Employee	\$ 24.12

\$250 to build facility, \$50 to outfit (furniture, etc.)

INCREMENTAL REPLACEMENT COST METHOD

	Units	Average Unit Price	Replacement Cost
Vehicles	5	\$ 13,400	\$ 67,000
Sedan			
Police	48	\$ 22,854	\$ 1,096,992
LD Truck	1	\$ 100,000	\$ 100,000
Total	54		\$ 1,263,992
Equipment	8	\$ 23,000	\$ 184,000
Total Vehicles and Equipment Replacement Cost			\$ 1,447,992

From 2010 Replace Projection file

COST ALLOCATION

Residential	FY 09
Costs allocated to Residential	\$ 957,625
Population	61,966
Residential Cost per Person	\$ 15.45
Non-Residential	FY 09
Costs allocated to Non-Residential	\$ 490,367
Employees	79,982
Non-Residential Cost per Employee	\$ 6.13

UNIT TYPE ALLOCATION AND DEVELOPMENT IMPACT FEES

Residential	Persons per Household	Development Impact Fee
Single Family Detached	2.92	\$ 115
Single Family Attached	2.60	\$ 103
Multifamily/ Other	2.10	\$ 83
Non-Residential	Employees per 1,000 Sq. Ft.	Development Impact Fee*
820 Retail	2.50	\$ 76
710 Office	4.00	\$ 121
110 Industrial	2.22	\$ 67
Other	2.00	\$ 61

*Per 1,000 Square Feet; ITE Land Use Codes: Retail - 820, Office - 710, Industrial - 110

SCHEDULE 4 - REFUSE**LEVEL OF SERVICE AND DEMAND UNITS**

	FY 09
Households Receiving Refuse Service	13,796
Percentage of Total Households Receiving Refuse Service	59%

INCREMENTAL REPLACEMENT COST METHOD

	Units	Average Unit Price	Replacement Cost
Vehicles			
Sedans	2	\$ 15,500	\$ 31,000
LD Trucks	3	\$ 27,000	\$ 81,000
MD Trucks	1	\$ 49,000	\$ 49,000
HD Trucks	16	\$ 180,000	\$ 2,880,000
Total	22		\$ 3,041,000
Equipment	13	\$ 50,423	\$ 655,499
Total Vehicles and Equipment Replacement Cost			\$ 3,696,499
Households Receiving Refuse Service			13,796
Subtotal Vehicles and Equipment Residential Cost per Household			\$ 267.94

From 2010 Replace Projection file

UNIT TYPE ALLOCATION AND DEVELOPMENT IMPACT FEES

Total Cost per Household			\$ 268
Residential	Persons per Household	Unit Factor	Development Impact Fee
Single Family Detached	2.92	1.00	\$ 268
Single Family Attached	2.60	0.89	\$ 239
Multifamily/ Other	2.10	0.72	\$ 193

SCHEDULE 5 - TRANSPORTATION AND STREETS**DEMAND UNITS**

Weekday Vehicle Trips	FY 09	Percentage
Residential	118,459	54%
Retail	63,002	
Office	9,489	
Industrial	9,299	
Other	18,931	
Non-Residential	100,721	46%
Total	219,181	100%

PLAN BASED COST METHOD

	Vehicles per Day	Feet Increased	Lanes Added Travel	Lane Feet Added Travel	Lane Miles Added Travel	Parking
Dawson Avenue Extended	5,000	600	2	1,200	0.23	-
Maryland Extended	10,000	650	2	1,300	0.25	2
				2,500	0.47	
			Future Yrs	Cost per Lane Mile	Cost per Weekday Trip	
Dawson Avenue Extended		Unfunded	\$ 3,733,333	\$ 16,426,667	\$ 17.03	
Maryland Extended		Unfunded	\$ 7,466,667	\$ 30,326,154	\$ 34.07	
					\$ 51.10	

UNIT TYPE ALLOCATION AND DEVELOPMENT IMPACT FEES

	Weekday Trips	Primary Trip Percentage	Development Impact Fee*
Residential			
210 Single Family Detached	9.57	62%	\$ 304
230 Single Family Attached	5.86	62%	\$ 186
220 Multifamily/ Other	6.72	62%	\$ 213
Non-Residential			
820 Retail			
25,000 Sq. Ft. or less	110.32	25%	\$ 1,409
25,000 to 50,000 Sq. Ft.	86.56	25%	\$ 1,106
50,000 to 75,000 Sq. Ft.	75.10	25%	\$ 959
75,000 to 100,000 Sq. Ft.	67.91	25%	\$ 868
100,000 to 200,000 Sq. Ft.	53.28	25%	\$ 681
200,000 to 300,000 Sq. Ft.	46.23	25%	\$ 591
710 Office			
25,000 Sq. Ft. or less	18.35	50%	\$ 469
25,000 to 50,000 Sq. Ft.	15.65	50%	\$ 400
50,000 to 75,000 Sq. Ft.	14.25	50%	\$ 364
75,000 to 100,000 Sq. Ft.	13.34	50%	\$ 341
100,000 to 200,000 Sq. Ft.	11.37	50%	\$ 291
200,000 to 300,000 Sq. Ft.	10.36	50%	\$ 265
110 Industrial			
6.97	50%	\$ 178	
Other	6.97	50%	\$ 178

*Per 1,000 Square Feet; ITE Land Use Codes: Single Family Detached - 210, Single Family Attached - 230, Multifamily - 220, Retail - 820, Office - 710, Industrial/Other - 110

SCHEDULE 6 - WATER**DEMAND UNITS**

	FY 09
Peak Day Permit Capacity of System	8.20 mgd
Average Day Production	5.20 mgd
Peak Day Production	8.10 mgd
Peaking Factor	1.56
Average Day EDU Consumption	250 gpd
Peak Day EDU Consumption	389 gpd
Design Capacity System EDUs	21,057 EDU

BUY-IN COST METHOD

	FY 09	FY 10	FY 11	FY 12	FY 13	
Cash Funded Capital Projects	\$ 917,550	\$ 2,417,200	\$ 9,879,000	\$ 10,274,000	\$ 4,560,000	Water Fund
Projected Borrowed Amount	\$ 2,548,800	\$ 8,674,000	\$ -	\$ -	\$ -	Bond Proceeds (Water)
Total CIP	\$ 3,466,350	\$ 11,091,200	\$ 9,879,000	\$ 10,274,000	\$ 4,560,000	
Debt Service						
Interest Rate	4.5%					
Period (years)	20					
Total Cost to be Debt Funded (Principal)		\$ 11,222,800				
Admin Fees (% of debt service)	4.0%	\$ 448,912				
Debt Service:		\$ 17,945,524				
Historical Cost of Water System		\$ 36,134,208				
Cash Funded Projects		\$ 28,047,750				
Total Cost of Water System		\$ 82,127,482				
Less: Existing Principal on Debt		\$ (24,111,471)				
Less: Contributed Property		\$ (8,340,382)				
Net Cost of Water System		\$ 49,675,629				
Average Cost of Capacity Capital Contribution Fee		\$ 2,359				

COST ALLOCATION

Meter Size (inches)	Equivalent (based on 5/8")	Equivalent (based on 1")		Connection Fee	
		Proposed	Current	Proposed	Current
5/8	1.00			\$ 2,359	1,640
3/4	1.50			\$ 3,539	2,460
1	2.50	1.00	1.00	\$ 5,898	\$ 4,100
1 1/2	5.00	2.00	2.00	\$ 11,796	\$ 8,200
2	8.00	3.20	3.22	\$ 18,873	\$ 13,200
3	16.00	6.40	6.51	\$ 37,746	\$ 26,700
4	25.00	10.00	10.05	\$ 58,978	\$ 41,200
6	50.00	20.00	20.59	\$ 117,956	\$ 84,400
8	80.00	32.00	32.15	\$ 188,730	\$ 131,800
10	120.00	48.00	48.22	\$ 283,095	\$ 197,700

SCHEDULE 7 - WASTEWATER**DEMAND UNITS**

	FY 09
Average Day Design Capacity of System	9.31 mgd
Average Day Flow	6.31 mgd
Average Day EDU Production	250 gpd
Design Capacity System EDUs	37,240 EDU

BUY-IN COST METHOD

	FY 09	FY 10	FY 11	FY 12	FY 13	
Cash Funded Capital Projects	\$ 1,154,000	\$ 3,654,000	\$ 3,216,500	\$ 3,038,000	\$ 1,991,000	Sewer Fund
Projected Borrowed Amount	\$ -	\$ -	\$ -	\$ -	\$ -	Bond Proceeds (Sewer)
Total CIP	\$ 1,154,000	\$ 3,654,000	\$ 3,216,500	\$ 3,038,000	\$ 1,991,000	
Debt Service						
Interest Rate	4.5%					
Period (years)	20					
Total Cost to be Debt Funded (Principal)		\$ -				
Admin Fees (% of debt service)	4.0%	\$ -				
Debt Service:		\$ -				
Historical Cost of Sewer System		\$ 32,438,162				
Cash Funded Projects		\$ 13,053,500				
Total Cost of Wastewater System		\$ 45,491,662				
Less: Existing Principal on Debt		\$ (18,697,698)				
Less: Contributed Property		\$ (7,190,203)				
Net Cost of Sewer System		\$ 19,603,761				
Average Cost of Capacity Capital Contribution Fee		\$ 526				

COST ALLOCATION

Meter Size (inches)	Equivalent (based on 5/8")	Equivalent (based on 1")		Connection Fee	
		Proposed	Current	Proposed	Current
5/8	1.00			\$ 2,360	2,360
3/4	1.50			\$ 3,540	3,540
1	2.50	1.00	1.00	\$ 5,900	\$ 5,900
1 1/2	5.00	2.00	2.00	\$ 11,800	\$ 11,800
2	8.00	3.20	3.20	\$ 18,900	\$ 18,900
3	16.00	6.42	6.42	\$ 37,900	\$ 37,900
4	25.00	10.03	10.03	\$ 59,200	\$ 59,200
6	50.00	20.07	20.07	\$ 118,400	\$ 118,400
8	80.00	32.10	32.10	\$ 189,400	\$ 189,400
10	120.00	48.15	48.15	\$ 284,100	\$ 284,100

SCHEDULE 8 - RECREATION AND PARKS**FUNCTIONAL POPULATION COST ALLOCATION**

	FY 00	Percentage
Hours per Day (Residential)	946,208	66%
Hours per Day (Non-Residential)	484,520	34%
	1,430,728	100%

DEMAND ALLOCATION

	FY 09
Population (Residential)	61,966
Employees (Non-Residential)	79,982
	141,948

FY 05 amount multiplied by 4 years of trendlined growth

INCREMENTAL REPLACEMENT COST METHOD

	FY 09
Parks & Facilities by Geographical Location	
West of I -270	
Parks	Acres
1 Falls Grove Park/School Site	30.66
2 Falls Grove Stream Valley/Open/Forest	50.20
3 Fallsmeade Playground	Play Equipment Only
4 Glenora Park	5.90
5 Horizon Hill Park	30.10
6 Orchard Ridge Park	1.70
7 Rockmead Park	34.20
9 Village Green Park	0.81
10 Welsh Park	33.30
11 Woodley Gardens	37.50
12 Woottons Mill	76.20
Total	300.57
Facilities	Square Feet
8 Thomas Farm Community Center	17,000
Between I - 270 and 355	
Parks	Acres
1 Anderson Park	13.20
2 Beall-Dawson Historical Park	2.90
3 Bullards Park	4.67
4 College Gardens Park	6.00
6 Dawson Farm Park	7.20
7 Dogwood Park	40.60
8 Elwood Smith Park and Community Center	7.50
10 Jacquelin Trells Williams Park	1.06
11 King Farm Farmstead	5.50
12 King Farm Stream Valley	28.40
13 King Farm Park/School	12.00
14 Kinship Park	0.25
15 Mattie J.T. Stepanek Park & Dog Park	26.30
16 Millennium Garden Park	1.25
17 Montrose Woods Park	6.10
19 Montrose Park and Community Center	5.70
20 Monument Park	8.10
21 North Farm Park	5.50
22 Peg Sante Park	0.70
23 Rockterrace School - Ballfield Only	3.75
24 Rose Hill Stream Valley -	12.46
27 Rockville Senior Center Park	12.10
28 Thirty Oaks	0.50
29 Veterans Park	0.26
30 Welsh Park	33.30
31 Woodley Gardens Park	37.50
Total	282.80

Parking garages not included and City Hall taken out

SCHEDULE 8 - RECREATION AND PARKS

	Facilities	Square Feet	
	Beall Dawson House	5,750	Added
9	Elwood Smith Community Center	3,400	
	King Farm Farmstead	5,000	Added
18	Montrose Community Center	3,300	
25	Rockville Municipal Swim Center	26,000	
26	Rockville Senior Center	33,310	
	Total	76,760	
5	City Hall	53,000	Taken Out and Used on 10) General Government
	East of 355 Parks	Acres	
1	Autre-St. Mary's Park	1.40	
2	Broome Athletic Park	7.50	
3	Calvin Park	5.90	
4	Civic Center Park	153.00	
6	David Scull Park	3.60	
7	First Street Park	1.00	
10	Grandin Park	5.90	
11	Hillcrest Park	4.40	
12	Horners Lane (Pump House), Croydon Park	1.20	
14	(Clarence "Pint") Isreal Park/Lincoln Park Community Center	6.70	
15	Legacy at Lincoln Park	1.10	
17	Lone Oak Park	4.50	
18	Maryvale Park	7.47	
19	Mary Trumbo Park	0.20	
20	Memory Walk Park	0.23	
21	Northeast Park	6.70	
23	Rockcrest Park	7.40	
27	Twinbrook Park and Community Recreation Center	9.20	
	Total	227.40	
22	Redgate Municipal Golf Course	130.00	Taken Out - Paid with greens fees
	Facilities	Square Feet	
5	Croydon Creek Nature Center	7,250	
	David Scull Community Center	820	Added
8	F. Scott Fitzgerald Theatre	24,000	
9	Glenview Mansion	24,483	
13	Pump House Community Center	2,750	Changed name
16	Lincoln Park Community Center	12,516	
24	Rockcrest Community Center	2,000	
25	Twinbrook Annex - Daycare Center	2,240	
26	Twinbrook Community Center	13,500	
	Total	89,559	
	Total Parks (Acres)	810.77	
	Total Facilities (Square Feet)	183,319	

*Population & Dwelling unit data based on Planning Department Preliminary
Estimated Population & Dwelling Unit Inventory

SCHEDULE 8 - RECREATION AND PARKS**INCREMENTAL REPLACEMENT COST METHOD**

	FY 09	
Land (Acres)	810.77	
Facilities (Square Feet)	183,319	<i>Parks & Facilities by Geographical Location; Facility Inventory/Cost Replacement</i>
Land Cost per Acre	\$ 159,643	
Facility Cost per Square Foot	\$ 300	\$250 to build facility, \$50 to outfit (furniture, etc.)
Subtotal Estimated Land Replacement Cost	\$ 129,434,048	
Subtotal Estimated Facility Replacement Cost	\$ 54,995,700	Used for DIF
Total Estimated Facility and Land Replacement Cost	\$ 184,429,748	

COST ALLOCATION

Residential	FY 09
Costs allocated to Residential	\$ 36,371,254
Population	61,966
Total Acreage	810.77
Acres per 1,000 Residents	13.08
Residential Cost per Person	\$ 586.96
Non-Residential	
Costs allocated to Non-Residential	\$ 18,624,446
Employees	79,982
Non-Residential Cost per Employee	\$ 232.86

UNIT TYPE ALLOCATION AND DEVELOPMENT IMPACT FEES

Residential	Persons per Household	Development Impact Fee
Single Family Detached	2.92	\$ 1,711
Single Family Attached	2.60	\$ 1,524
Multifamily/ Other	2.10	\$ 1,230
Non-Residential	Employees per 1,000 Sq. Ft.	Development Impact Fee*
820 Retail	2.50	\$ 582
710 Office	4.00	\$ 931
110 Industrial	2.22	\$ 517
Other	2.00	\$ 466

*Per 1,000 Square Feet; ITE Land Use Codes: Retail - 820, Office - 710, Industrial - 110

SCHEDULE 9 - STORMWATER**FUNCTIONAL POPULATION COST ALLOCATION**

	FY 00	Percentage
Hours per Day (Residential)	946,208	66%
Hours per Day (Non-Residential)	484,520	34%
	1,430,728	100%

DEMAND ALLOCATION

	FY 09
Population (Residential)	61,966
Employees (Non-Residential)	79,982
	141,948

FY 05 amount multiplied by 4 years of trendlined growth

INCREMENTAL REPLACEMENT COST METHOD

	FY 09
Stormwater Conveyance System	\$ 11,605,329

From fixed assets file, MainReport2.xls

COST ALLOCATION

Residential	FY 09
Costs allocated to Residential	\$ 7,675,152
Population	61,966
Residential Cost per Person	\$ 123.86
Non-Residential	FY 09
Costs allocated to Non-Residential	\$ 3,930,177
Employees	79,982
Non-Residential Cost per Employee	\$ 49.14

UNIT TYPE ALLOCATION AND DEVELOPMENT IMPACT FEES

Residential	Persons per Household	Development Impact Fee
Single Family Detached	2.92	\$ 361
Single Family Attached	2.60	\$ 322
Multifamily/ Other	2.10	\$ 259
Non-Residential	Employees per 1,000 Sq. Ft.	Development Impact Fee*
820 Retail	2.50	\$ 123
710 Office	4.00	\$ 197
110 Industrial	2.22	\$ 109
Other	2.00	\$ 98

*Per 1,000 Square Feet; ITE Land Use Codes: Retail - 820, Office - 710, Industrial - 110

SCHEDULE 10 - GENERAL GOVERNMENT FACILITIES**FUNCTIONAL POPULATION COST ALLOCATION**

	FY 00	Percentage
Hours per Day (Residential)	946,208	66%
Hours per Day (Non-Residential)	484,520	34%
	1,430,728	100%

DEMAND ALLOCATION

	FY 09
Population (Residential)	61,966
Employees (Non-Residential)	79,982
	141,948

FY 05 amount multiplied by 4 years of trendlined growth

BUY-IN COST METHOD

New Fleet Services Building	Square Feet
Total Capacity	16,000
Less Existing Capacity in use	10,000
Available Excess Capacity	6,000
Population and Employee Usage	0.070
Additional Population and Employees that can be served annually from Available Excess Capacity	85,169
Cost Allocated to Additional Capacity	\$ 1,800,000
Subtotal New Fleet Services Building Cost per Resident/Employee	\$ 21.13

from Burt Hall

from Burt Hall

\$250 to build facility, \$50 to outfit (furniture, etc.)

BUY-IN COST METHOD

New Salt Dome	Tons
Total Capacity (New Salt Dome)	2,500
Less Existing Capacity in use (Old Salt Dome)	1,825
Available Excess Capacity	675
Population and Employee Usage	0.013
Additional Population and Employees that can be served annually from Available Excess Capacity	52,501
Dome	\$ 345,000
Panel Board	\$ 220,000
Lean to Structure	\$ 10,500
Low Voltage Transformer	\$ 6,500
Cost of New Salt Dome	\$ 582,000
Subtotal Salt Dome Cost per Resident/Employee	\$ 11.09

INCREMENTAL REPLACEMENT COST METHOD

	Units	Average Unit Price	Replacement Cost
Vehicles			
Sedans	35	\$ 15,989	\$ 559,615
LD Trucks	55	\$ 22,591	\$ 1,242,505
MD Trucks	18	\$ 60,167	\$ 1,083,006
HD Trucks	20	\$ 101,250	\$ 2,025,000
Total	128		\$ 4,910,126
Equipment	59	\$ 23,234	\$ 1,370,806
Subtotal Vehicles and Equipment Replacement Cost			\$ 6,280,932
Total Facilities, Vehicles and Equipment Replacement Cost			\$ 22,180,932

From 2010 Replace Projection file

COST ALLOCATION

Residential	FY 09
Costs allocated to Residential	\$ 14,669,298
Population	61,966
Residential Cost per Person	\$ 236.73
Non-Residential	FY 09
Costs allocated to Non-Residential	\$ 7,511,634
Employees	79,982
Non-Residential Cost per Employee	\$ 93.92

SCHEDULE 10 - GENERAL GOVERNMENT FACILITIES

UNIT TYPE ALLOCATION AND DEVELOPMENT IMPACT FEES

Residential		Persons per Household	Development Impact Fee
	Single Family Detached	2.92	\$ 784
	Single Family Attached	2.60	\$ 698
	Multifamily/ Other	2.10	\$ 563
Non-Residential		Employees per 1,000 Sq. Ft.	Development Impact Fee*
820	Retail	2.50	\$ 315
710	Office	4.00	\$ 505
110	Industrial	2.22	\$ 280
	Other	2.00	\$ 252

*Per 1,000 Square Feet; ITE Land Use Codes: Retail - 820, Office - 710, Industrial - 110

SCHEDULE 11 - SUMMARY

Development Impact Fee											
	Public Safety	Water	Wastewater	Recreation and Parks	Stormwater	General Government		Utilities Total*	Non-Utilities Total	Total	
Residential (Per Household)											
Single Family Detached	\$ 115	See	See	\$ 1,711	\$ 361	\$ 784		\$ 12,159	\$ 2,610	\$ 14,769	
Single Family Attached	\$ 103	Meter	Meter	\$ 1,524	\$ 322	\$ 698		\$ 12,119	\$ 2,326	\$ 14,445	
Multifamily/ Other	\$ 83	Size	Size	\$ 1,230	\$ 259	\$ 563		\$ 12,057	\$ 1,876	\$ 13,933	
		Table	Table								
Non-Residential (Per 1,000 Square Feet)											
		Below	Below								
Retail	\$ 76			\$ 582	\$ 123	\$ 315		\$ 11,921	\$ 973	\$ 12,894	
Office	\$ 121			\$ 931	\$ 197	\$ 505		\$ 11,994	\$ 1,557	\$ 13,551	
Industrial	\$ 67			\$ 517	\$ 109	\$ 280		\$ 37,882	\$ 865	\$ 38,747	
Other	\$ 61			\$ 466	\$ 98	\$ 252		\$ 37,871	\$ 778	\$ 38,650	

Meter Size (inches)	Water	Wastewater
1	\$ 5,898	\$ 5,900
1 1/2	\$ 11,796	\$ 11,800
2	\$ 18,873	\$ 18,900
3	\$ 37,746	\$ 37,900
4	\$ 58,978	\$ 59,200
6	\$ 117,956	\$ 118,400
8	\$ 188,730	\$ 189,400
10	\$ 283,095	\$ 284,100

*For water and wastewater: Assumes 1 inch meter for Residential and 3 inch meter for Non-Residential

SCHEDULE 12 - COMPARISONS

Single-Family Unit (3 bedroom, 2,000 sq. ft.)

	Public Safety	Water	Wastewater	Recreation and Parks	Stormwater	General Government	Utilities Total	Non-Utilities Total	Total
Rockville	\$ 115	\$ 5,898	\$ 5,900	\$ 1,711	\$ 361	\$ 784	\$ 12,159	\$ 2,610	\$ 14,769
Anne Arundel County	\$ 46	\$ 4,500	\$ 7,000				\$ 11,500	\$ 46	\$ 11,546
Calvert County		\$ 3,000	\$ 5,400	\$ 1,300			\$ 8,400	\$ 1,300	\$ 9,700
Carroll County				\$ 533			\$ -	\$ 533	\$ 533
Charles County		\$ 3,448	\$ 4,909				\$ 8,357	\$ -	\$ 8,357
Easton	\$ 258	\$ 1,050	\$ 2,100	\$ 1,092		\$ 93	\$ 3,150	\$ 1,443	\$ 4,593
Frederick		\$ 4,225	\$ 7,260	\$ 868			\$ 11,485	\$ 868	\$ 12,353
Frederick County		\$ 4,500	\$ 6,280				\$ 10,780	\$ -	\$ 10,780
Howard County		\$ 600	\$ 600				\$ 1,200	\$ -	\$ 1,200
Montgomery County/ WSSC		\$ 2,240	\$ 2,850				\$ 5,090	\$ -	\$ 5,090
Queen Anne's County		\$ 3,750	\$ 5,650	\$ 720			\$ 9,400	\$ 720	\$ 10,120
St. Mary's County		\$ 775	\$ 1,745	\$ 675			\$ 2,520	\$ 675	\$ 3,195

Multi-Family Unit (2 bedroom, 1,000 sq. ft. unit, 7-2" meters (2 for irrigation) for 240 unit complex)

	Public Safety	Water	Wastewater	Recreation and Parks	Stormwater	General Government	Utilities Total	Non-Utilities Total	Total
Rockville	\$ 83	\$ 550	\$ 394	\$ 1,230	\$ 259	\$ 563	\$ 1,204	\$ 1,876	\$ 3,080
Anne Arundel County	\$ 36	\$ 3,600	\$ 5,600				\$ 9,200	\$ 36	\$ 9,236
Calvert County		\$ 700	\$ 900	\$ 1,300			\$ 1,600	\$ 1,300	\$ 2,900
Carroll County				\$ 530			\$ -	\$ 530	\$ 530
Charles County		\$ 801	\$ 820				\$ 1,621	\$ -	\$ 1,621
Easton	\$ 182	\$ 1,050	\$ 2,100	\$ 772		\$ 66	\$ 3,150	\$ 1,020	\$ 4,170
Frederick		\$ 4,225	\$ 7,260	\$ 868			\$ 11,485	\$ 868	\$ 12,353
Frederick County		\$ 1,050	\$ 1,047				\$ 2,097	\$ -	\$ 2,097
Howard County		\$ 600	\$ 600				\$ 1,200	\$ -	\$ 1,200
Montgomery County/ WSSC		\$ 896	\$ 1,140				\$ 2,036	\$ -	\$ 2,036
Queen Anne's County		\$ 3,750	\$ 5,650	\$ 360			\$ 9,400	\$ 360	\$ 9,760
St. Mary's County		\$ 775	\$ 1,745	\$ 675			\$ 2,520	\$ 675	\$ 3,195

Office per 1,000 sq. ft. (100,000 sq. ft. general office building; 3" meter)

	Public Safety	Water	Wastewater	Recreation and Parks	Stormwater	General Government	Utilities Total	Non-Utilities Total	Total
Rockville	\$ 121	\$ 377	\$ 379	\$ 931	\$ 197	\$ 505	\$ 953	\$ 1,557	\$ 2,510
Anne Arundel County	\$ 58	\$ 1,620	\$ 2,520				\$ 4,140	\$ 58	\$ 4,198
Calvert County		\$ 480	\$ 864				\$ 1,344	\$ -	\$ 1,344
Carroll County							\$ -	\$ -	\$ -
Charles County		\$ 550	\$ 787				\$ 1,337	\$ -	\$ 1,337
Easton	\$ 191	\$ 846	\$ 756			\$ 74	\$ 1,602	\$ 265	\$ 1,867
Frederick		\$ 495	\$ 598				\$ 1,093	\$ -	\$ 1,093
Frederick County		\$ 450	\$ 628				\$ 1,078	\$ -	\$ 1,078
Howard County		\$ 600	\$ 600				\$ 1,200	\$ -	\$ 1,200
Montgomery County/ WSSC		\$ 88	\$ 115				\$ 203	\$ -	\$ 203
Queen Anne's County		\$ 56	\$ 118				\$ 174	\$ -	\$ 174
St. Mary's County		\$ 930	\$ 2,094				\$ 3,024	\$ -	\$ 3,024

Industrial per 1,000 sq. ft. (100,000 sq. ft. building; 3" meter)

	Public Safety	Water	Wastewater	Recreation and Parks	Stormwater	General Government	Utilities Total	Non-Utilities Total	Total
Rockville	\$ 67	\$ 377	\$ 379	\$ 517	\$ 109	\$ 280	\$ 866	\$ 865	\$ 1,731
Anne Arundel County	\$ 27	\$ 1,620	\$ 2,520				\$ 4,140	\$ 27	\$ 4,167
Calvert County		\$ 480	\$ 864				\$ 1,344	\$ -	\$ 1,344
Carroll County							\$ -	\$ -	\$ -
Charles County		\$ 550	\$ 787				\$ 1,337	\$ -	\$ 1,337
Easton	\$ 100	\$ 846	\$ 756			\$ 46	\$ 1,602	\$ 146	\$ 1,748
Frederick		\$ 495	\$ 598				\$ 1,093	\$ -	\$ 1,093
Frederick County		\$ 450	\$ 628				\$ 1,078	\$ -	\$ 1,078
Howard County		\$ 600	\$ 600				\$ 1,200	\$ -	\$ 1,200
Montgomery County/ WSSC		\$ 88	\$ 115				\$ 203	\$ -	\$ 203
Queen Anne's County		\$ 75	\$ 157				\$ 231	\$ -	\$ 231
St. Mary's County		\$ 930	\$ 2,094				\$ 3,024	\$ -	\$ 3,024

SCHEDULE 13 - DEVELOPMENT IMPACT FEES CASH FLOW

Public Safety							
	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14 - 30	Cumulative
Residential							
Single Family Detached	-	-	-	-	3,900	2,500	\$ 6,400
Single Family Attached	-	-	-	-	600	16,400	\$ 17,000
Multifamily/ Other	31,900	13,600	31,500	56,800	33,800	342,600	\$ 510,200
Subtotal	\$ 31,900	\$ 13,600	\$ 31,500	\$ 56,800	\$ 38,300	\$ 361,500	\$ 533,600
Non-Residential							
Retail	-	-	200	5,300	1,100	54,300	\$ 60,900
Office	24,200	17,200	24,000	24,900	13,600	574,900	\$ 678,800
Industrial	5,500	-	-	-	-	-	\$ 5,500
Other	4,700	-	800	8,400	-	45,100	\$ 59,000
Subtotal	\$ 34,400	\$ 17,200	\$ 25,000	\$ 38,600	\$ 14,700	\$ 674,300	\$ 804,200
Total	\$ 66,300	\$ 30,800	\$ 56,500	\$ 95,400	\$ 53,000	\$ 1,035,800	\$ 1,337,800

*Based on future development projects; Residential source: ResidentialProjectionsAnnual_RevApril24,2009.xls, Non-Residential: AnnualCommercialPro

SCHEDULE 13 - DEVELOPM

	Water						
	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14 - 30	Cumulative
Residential							
Single Family Detached	-	-	-	-	200,500	129,800	\$ 330,300
Single Family Attached	-	-	-	-	35,400	943,700	\$ 979,100
Multifamily/ Other	2,270,700	967,200	2,241,200	4,040,000	2,406,300	24,369,800	\$ 36,295,200
Subtotal	\$ 2,270,700	\$ 967,200	\$ 2,241,200	\$ 4,040,000	\$ 2,642,200	\$ 25,443,300	\$ 37,604,600
Non-Residential							
Retail	264,200	37,700	151,000	188,700	75,500	1,774,100	\$ 2,491,200
Office	302,000	-	75,500	75,500	37,700	1,509,800	\$ 2,000,500
Industrial	75,500	-	-	113,200	37,700	151,000	\$ 377,400
Other	226,500	-	113,200	37,700	-	1,245,600	\$ 1,623,000
Subtotal	\$ 868,200	\$ 37,700	\$ 339,700	\$ 415,100	\$ 150,900	\$ 4,680,500	\$ 6,492,100
Total	\$ 3,138,900	\$ 1,004,900	\$ 2,580,900	\$ 4,455,100	\$ 2,793,100	\$ 30,123,800	\$ 44,096,700

*Based on future development projections.xls

SCHEDULE 13 - DEVELOPM**Wastewater**

Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14 - 30	Cumulative
Single Family Detached	-	-	-	-	200,600	129,800	\$ 330,400
Single Family Attached	-	-	-	-	35,400	944,000	\$ 979,400
Multifamily/ Other	2,271,500	967,600	2,242,000	4,041,500	2,407,200	24,378,800	\$ 36,308,600
Subtotal	\$ 2,271,500	\$ 967,600	\$ 2,242,000	\$ 4,041,500	\$ 2,643,200	\$ 25,452,600	\$ 37,618,400
Non-Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14 - 30	Cumulative
Retail	265,300	37,900	151,600	189,500	75,800	1,781,300	\$ 2,501,400
Office	303,200	-	75,800	75,800	37,900	1,516,000	\$ 2,008,700
Industrial	75,800	-	-	113,700	37,900	151,600	\$ 379,000
Other	227,400	-	113,700	37,900	-	1,250,700	\$ 1,629,700
Subtotal	\$ 871,700	\$ 37,900	\$ 341,100	\$ 416,900	\$ 151,600	\$ 4,699,600	\$ 6,518,800
Total	\$ 3,143,200	\$ 1,005,500	\$ 2,583,100	\$ 4,458,400	\$ 2,794,800	\$ 30,152,200	\$ 44,137,200

*Based on future development pr

SCHEDULE 13 - DEVELOPM**Recreation and Parks**

Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14 - 30	Cumulative
Single Family Detached	-	-	-	-	58,200	37,600	\$ 95,800
Single Family Attached	-	-	-	-	9,100	243,900	\$ 253,000
Multifamily/ Other	473,400	201,700	467,300	842,300	501,700	5,081,000	\$ 7,567,400
Subtotal	\$ 473,400	\$ 201,700	\$ 467,300	\$ 842,300	\$ 569,000	\$ 5,362,500	\$ 7,916,200
Non-Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14 - 30	Cumulative
Retail	-	-	1,600	40,900	8,100	418,200	\$ 468,800
Office	186,300	132,700	184,800	191,500	104,900	4,424,700	\$ 5,224,900
Industrial	42,700	-	-	-	-	-	\$ 42,700
Other	35,900	-	6,000	64,300	-	347,000	\$ 453,200
Subtotal	\$ 264,900	\$ 132,700	\$ 192,400	\$ 296,700	\$ 113,000	\$ 5,189,900	\$ 6,189,600
Total	\$ 738,300	\$ 334,400	\$ 659,700	\$ 1,139,000	\$ 682,000	\$ 10,552,400	\$ 14,105,800
<i>*Based on future development projections</i>							

SCHEDULE 13 - DEVELOPM**Stormwater**

Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14 - 30	Cumulative
Single Family Detached	-	-	-	-	12,300	7,900	\$ 20,200
Single Family Attached	-	-	-	-	1,900	51,500	\$ 53,400
Multifamily/ Other	99,900	42,600	98,600	177,700	105,900	1,072,200	\$ 1,596,900
Subtotal	\$ 99,900	\$ 42,600	\$ 98,600	\$ 177,700	\$ 120,100	\$ 1,131,600	\$ 1,670,500
Non-Residential	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14 - 30	Cumulative
Retail	1,600	40,900	8,100	418,200	654,500	-	\$ 1,123,300
Office	184,800	191,500	104,900	4,424,700	5,914,400	-	\$ 10,820,300
Industrial	-	-	-	-	42,700	-	\$ 42,700
Other	6,000	64,300	-	347,000	464,200	-	\$ 881,500
Subtotal	\$ 192,400	\$ 296,700	\$ 113,000	\$ 5,189,900	\$ 7,075,800	\$ -	\$ 12,867,800
Total	\$ 292,300	\$ 339,300	\$ 211,600	\$ 5,367,600	\$ 7,195,900	\$ 1,131,600	\$ 14,538,300

*Based on future development pr

SCHEDULE 13 - DEVELOPM

General Government							
	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14 - 30	Cumulative
Residential							
Single Family Detached	-	-	-	-	26,700	17,200	\$ 43,900
Single Family Attached	-	-	-	-	4,200	111,800	\$ 116,000
Multifamily/ Other	216,900	92,400	214,100	386,000	229,900	2,328,200	\$ 3,467,500
Subtotal	\$ 216,900	\$ 92,400	\$ 214,100	\$ 386,000	\$ 260,800	\$ 2,457,200	\$ 3,627,400
Non-Residential							
Retail	40,900	8,100	418,200	654,500	-	13,700	\$ 1,135,400
Office	191,500	104,900	4,424,700	5,914,400	-	156,700	\$ 10,792,200
Industrial	-	-	-	42,700	-	-	\$ 42,700
Other	64,300	-	347,000	464,200	-	-	\$ 875,500
Subtotal	\$ 296,700	\$ 113,000	\$ 5,189,900	\$ 7,075,800	\$ -	\$ 170,400	\$ 12,845,800
Total	\$ 513,600	\$ 205,400	\$ 5,404,000	\$ 7,461,800	\$ 260,800	\$ 2,627,600	\$ 16,473,200

**Based on future development pr*

SCHEDULE 13 - DEVELOPM

	Total						
	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14 - 30	Cumulative
Residential							
Single Family Detached	-	-	-	-	502,200	324,800	\$ 827,000
Single Family Attached	-	-	-	-	86,600	2,311,300	\$ 2,397,900
Multifamily/ Other	5,364,300	2,285,100	5,294,700	9,544,300	5,684,800	57,572,600	\$ 85,745,800
Subtotal	\$ 5,364,300	\$ 2,285,100	\$ 5,294,700	\$ 9,544,300	\$ 6,273,600	\$ 60,208,700	\$ 88,970,700
Non-Residential							
Retail	572,000	124,600	730,700	1,497,100	815,000	4,041,600	\$ 7,781,000
Office	1,192,000	446,300	4,889,700	10,706,800	6,108,500	8,182,100	\$ 31,525,400
Industrial	199,500	-	-	269,600	118,300	302,600	\$ 890,000
Other	564,800	64,300	580,700	959,500	464,200	2,888,400	\$ 5,521,900
Subtotal	\$ 2,528,300	\$ 635,200	\$ 6,201,100	\$ 13,433,000	\$ 7,506,000	\$ 15,414,700	\$ 45,718,300
Total	\$ 7,892,600	\$ 2,920,300	\$ 11,495,800	\$ 22,977,300	\$ 13,779,600	\$ 75,623,400	\$ 134,689,000

*Based on future development pr

SCHEDULE 14A - CAPITAL IMPROVEMENT PLAN GAP ANALYSIS - FACILITIES & LAND

	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Total
Population	61,966	62,023	62,923	63,835	64,761	65,700	66,653	67,394	68,144	68,901	
Employees	79,982	80,852	82,138	83,445	84,773	86,122	87,492	88,840	90,209	91,599	
Households Receiving Service	13,796	13,933	14,183	14,438	14,697	14,962	15,230	15,438	15,649	15,862	
Inflation Rate	0%	3%	3%	3%	3%	3%	3%	3%	3%	3%	
Public Safety											
Current Number of Sworn Officers	57.00										
Current Number of Sworn Officers per 1,000 residents	0.92	-									
Number of Sworn Officers Needed to Maintain Current Number of Sworn Officers per 1,000 residents	57.00	57.05	57.88	58.72	59.57	60.43	61.31	61.99	62.68	63.38	
Facility											
Capacity (New Police Facility; square feet)	11415										
Additional Capacity (New Police Facility Annex; square feet)	9,300										
Population and Employee Usage (square feet per)	0.080										
Capacity Needed to Maintain Current Usage (square feet)	11,415	11,490	11,665	11,844	12,025	12,209	12,396	12,564	12,734	12,907	
Available Excess Capacity (square feet)	9,300	9,225	9,050	8,871	8,690	8,506	8,319	8,151	7,981	7,808	
Total Capacity (square feet)	20,715	20,715	20,715	20,715	20,715	20,715	20,715	20,715	20,715	20,715	
Additional Population and Employees that can be served annually from Available Excess Capacity	115,648	114,721	112,535	110,316	108,063	105,775	103,451	101,362	99,244	97,097	
Additional Population and Employees that need to be served annually from Available Excess Capacity	-	927	2,186	2,219	2,253	2,288	2,323	2,089	2,118	2,148	16,404
Additional Capacity Needed (square feet)	-	74.51	175.79	178.48	181.22	184.00	186.82	168.00	170.34	172.70	1,319
Cost per Square Foot of Space	\$ 300.00	\$ 309.00	\$ 318.27	\$ 327.82	\$ 337.65	\$ 347.78	\$ 358.22	\$ 368.96	\$ 380.03	\$ 391.43	
Cost of Additional Capacity	\$ -	\$ 23,022	\$ 55,947	\$ 58,509	\$ 61,188	\$ 63,990	\$ 66,921	\$ 61,986	\$ 64,733	\$ 67,601	\$ 456,297
Cost Needed to Serve Additional Population and Employees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Recreation and Parks											
Facilities											
Total Facilities (Square Feet)	183,319										
Cost per Square Foot of Space	\$ 300.00	\$ 309.00	\$ 318.27	\$ 327.82	\$ 337.65	\$ 347.78	\$ 358.22	\$ 368.96	\$ 380.03	\$ 391.43	
Space per 1,000 Residents (Square Feet)	2,958.38										
Total Space Needed to Maintain Current Number of Square Feet per 1,000 Residents	183,319	183,488	186,149	188,849	191,587	194,366	197,185	199,377	201,594	203,836	
Additional Space Needed to Maintain Current Number of Square Feet per 1,000 Residents	-	169	2,661	2,700	2,739	2,779	2,819	2,193	2,217	2,242	18,275
Cost of Additional Space	\$ -	\$ 52,106	\$ 846,962	\$ 885,023	\$ 924,794	\$ 966,353	\$ 1,009,779	\$ 808,970	\$ 842,504	\$ 877,429	\$ 6,336,492
Land											
Total Parks (Acres)	811										
Cost per Acre of Land	\$ 159,643	\$ 164,433	\$ 169,366	\$ 174,447	\$ 179,680	\$ 185,070	\$ 190,623	\$ 196,341	\$ 202,231	\$ 208,298	
Land per 1,000 Residents (Acres)	13.08										
Total Acres Needed to Maintain Current Number of Acres per 1,000 Residents	811	812	823	835	847	860	872	882	892	902	
Additional Acreage Needed to Maintain Current Number of Acres per 1,000 Residents	-	1	12	12	12	12	12	10	10	10	81
Cost of Additional Land	\$ -	\$ 119,061	\$ 1,878,924	\$ 1,906,174	\$ 1,933,820	\$ 1,961,866	\$ 1,990,319	\$ 1,548,074	\$ 1,565,288	\$ 1,582,693	\$ 12,903,527
General Government											
New Fleet Services Building											
Total Capacity	16,000										
Less Existing Capacity in use	10,000										
Available Excess Capacity	6,000										
Population and Employee Usage	0.070										
Capacity Needed to Maintain Current Usage	10,000	10,065	10,219	10,376	10,534	10,696	10,859	11,006	11,156	11,307	
Available Excess Capacity	6,000	5,935	5,781	5,624	5,466	5,304	5,141	4,994	4,844	4,693	
Total Capacity	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	
Additional Population and Employees that can be served annually from Available Excess Capacity	85,169	84,243	82,057	79,837	77,584	75,296	72,973	70,883	68,765	66,618	
Additional Population and Employees that need to be served annually from Available Excess Capacity	-	927	2,186	2,219	2,253	2,288	2,323	2,089	2,118	2,148	16,404
Additional Capacity Needed	-	65.27	153.99	156.36	158.75	161.19	163.66	147.18	149.22	151.29	1,156
Cost per Square Foot of Space	\$ 300.00	\$ 309.00	\$ 318.27	\$ 327.82	\$ 337.65	\$ 347.78	\$ 358.22	\$ 368.96	\$ 380.03	\$ 391.43	
Cost of Additional Capacity	\$ -	\$ 20,169	\$ 49,012	\$ 51,256	\$ 53,603	\$ 56,058	\$ 58,625	\$ 54,303	\$ 56,708	\$ 59,221	\$ 399,734
Cost Needed to Serve Additional Population and Employees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Salt Dome											
Total Capacity (Tons)	2,500										
Less Existing Capacity in use	1,825										
Available Excess Capacity	675										
Population and Employee Usage	0.013										
Capacity Needed to Maintain Current Usage	1,825	1,837	1,865	1,894	1,923	1,952	1,982	2,009	2,036	2,064	
Available Excess Capacity	675	663	635	606	577	548	518	491	464	436	
Total Capacity	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	
Additional Population and Employees that can be served annually from Available Excess Capacity	52,501	51,575	49,389	47,170	44,916	42,628	40,305	38,216	36,098	33,950	
Additional Population and Employees that need to be served annually from Available Excess Capacity	-	927	2,186	2,219	2,253	2,288	2,323	2,089	2,118	2,148	16,404
Additional Capacity Needed	-	11.91	28.10	28.53	28.97	29.42	29.87	26.86	27.23	27.61	211
Cost per Ton	\$ 232.80	\$ 239.78	\$ 246.98	\$ 254.39	\$ 262.02	\$ 269.88	\$ 277.98	\$ 286.31	\$ 294.90	\$ 303.75	
Cost of Additional Capacity	\$ -	\$ 2,856	\$ 6,941	\$ 7,259	\$ 7,591	\$ 7,939	\$ 8,302	\$ 7,690	\$ 8,031	\$ 8,387	\$ 56,610
Cost Needed to Serve Additional Population and Employees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

SCHEDULE 14A - CAPITAL IMPROVEMENT PLAN GAP ANALYSIS - FACILITIES & LAND**Facilities and Land from CIP****Public Safety**

Police Station	\$	-	\$	6,022,699	\$	-	\$	-	\$	-	\$	-	\$	-	\$	6,022,699
Public Safety Total	\$	-	\$	6,022,699	\$	-	\$	-	\$	-	\$	-	\$	-	\$	6,022,699
Public Safety Funding Needed less CIP	\$	-	\$	(6,022,699)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	(6,022,699)
Cumulative	\$	-	\$	(6,022,699)	\$	(6,022,699)	\$	(6,022,699)	\$	(6,022,699)	\$	(6,022,699)	\$	(6,022,699)	\$	(6,022,699)

Recreation and Parks

College Gardens Park Improvement	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Croydon Creek Nature Center	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Fallsgrove Park	\$	217,485	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	217,485
Fallsgrove SWM Pond Enhancements	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
King Farm "Farmstead" Park	\$	-	\$	528,858	\$	-	\$	128,000	\$	1,500,000	\$	15,000,000	\$	-	\$	17,156,858
Mattie J. T. Stepanek Park	\$	533,000	\$	242,618	\$	-	\$	-	\$	-	\$	-	\$	-	\$	775,618
Ped / Bike Bridge Over I-270	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Rockcrest Recreation Center	\$	-	\$	71,967	\$	664,868	\$	-	\$	-	\$	-	\$	-	\$	736,835
Senior Center — Master Plan	\$	-	\$	2,275,375	\$	-	\$	500,000	\$	-	\$	-	\$	-	\$	2,775,375
Swim Center — Master Plan	\$	390,942	\$	110,000	\$	140,000	\$	507,610	\$	-	\$	300,000	\$	-	\$	1,448,552
Swim Center — Meet/ Fit Room	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Thomas Farm Community Center	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Recreation and Parks Total	\$	1,141,427	\$	3,228,818	\$	804,868	\$	1,135,610	\$	1,500,000	\$	15,300,000	\$	-	\$	23,110,723
Recreation and Parks Funding Needed less CIP	\$	(1,141,427)	\$	(3,057,651)	\$	1,921,018	\$	1,655,587	\$	1,358,614	\$	(12,371,781)	\$	3,000,098	\$	2,357,044
Cumulative	\$	(1,141,427)	\$	(4,199,078)	\$	(2,278,060)	\$	(622,473)	\$	736,142	\$	(11,635,639)	\$	(8,635,541)	\$	(6,278,496)

General Government

Gude Drive Facility Improvement	\$	4,962,517	\$	431,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	5,393,517
City Hall Improvement	\$	175,000	\$	249,000	\$	1,119,000	\$	-	\$	-	\$	-	\$	-	\$	1,543,000
General Government Total	\$	5,137,517	\$	680,000	\$	1,119,000	\$	-	\$	-	\$	-	\$	-	\$	6,936,517
General Government Funding Needed less CIP	\$	(5,137,517)	\$	(680,000)	\$	(1,119,000)	\$	-	\$	-	\$	-	\$	-	\$	(6,936,517)
Cumulative	\$	(5,137,517)	\$	(5,817,517)	\$	(6,936,517)	\$	(6,936,517)	\$	(6,936,517)	\$	(6,936,517)	\$	(6,936,517)	\$	(6,936,517)

SCHEDULE 14B - CAPITAL IMPROVEMENT PLAN GAP ANALYSIS - VEHICLES

VEHICLES		FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Total
Population		61,966	62,023	62,923	63,835	64,761	65,700	66,653	67,394	68,144	68,901	
Households Receiving Service		13,796	13,933	14,183	14,438	14,697	14,962	15,230	15,438	15,649	15,862	
Public Safety	Vehicles per 1,000 residents											
Sedan	0.08	-	0.00	0.07	0.07	0.07	0.08	0.08	0.06	0.06	0.06	
Police	0.77	-	0.04	0.70	0.71	0.72	0.73	0.74	0.57	0.58	0.59	
LD Truck	0.02	-	0.00	0.01	0.01	0.01	0.02	0.02	0.01	0.01	0.01	
Total		-	0.05	0.78	0.80	0.81	0.82	0.83	0.65	0.65	0.66	6.04
Cumulative		-	0.05	0.83	1.63	2.44	3.25	4.08	4.73	5.38	6.04	
Cost of vehicles needed each year	\$ 23,407	\$ -	\$ 1,163	\$ 18,349	\$ 18,615	\$ 18,885	\$ 19,159	\$ 19,437	\$ 15,118	\$ 15,286	\$ 15,456	\$ 141,466
Refuse	Vehicles per 1,000 Households											
Sedans	0.14		0.02	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03	
LD Trucks	0.22		0.03	0.05	0.06	0.06	0.06	0.06	0.05	0.05	0.05	
MD Trucks	0.07		0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	
HD Trucks	1.16		0.16	0.29	0.30	0.30	0.31	0.31	0.24	0.24	0.25	
Total		-	0.22	0.40	0.41	0.41	0.42	0.43	0.33	0.34	0.34	3.29
Cumulative		-	0.22	0.62	1.02	1.44	1.86	2.29	2.62	2.95	3.29	
Cost of vehicles needed each year	\$ 138,227	\$ -	\$ 30,151	\$ 55,186	\$ 56,178	\$ 57,187	\$ 58,215	\$ 59,261	\$ 45,773	\$ 46,397	\$ 47,030	\$ 455,378
General Government	Vehicles per 1,000 residents											
Sedans	0.56	-	0.03	0.51	0.52	0.52	0.53	0.54	0.42	0.42	0.43	
LD Trucks	0.89	-	0.05	0.80	0.81	0.82	0.83	0.85	0.66	0.67	0.67	
MD Trucks	0.29	-	0.02	0.26	0.27	0.27	0.27	0.28	0.22	0.22	0.22	
HD Trucks	0.32	-	0.02	0.29	0.29	0.30	0.30	0.31	0.24	0.24	0.24	
Total		-	0.12	1.86	1.89	1.91	1.94	1.97	1.53	1.55	1.57	14.33
Cumulative		-	0.12	1.98	3.86	5.77	7.71	9.68	11.21	12.76	14.33	
Cost of vehicles needed each year	\$ 38,360	\$ -	\$ 4,517	\$ 71,278	\$ 72,311	\$ 73,360	\$ 74,424	\$ 75,503	\$ 58,727	\$ 59,380	\$ 60,040	\$ 549,540
Vehicles Total		\$ -	\$ 35,830	\$ 144,812	\$ 147,104	\$ 149,432	\$ 151,798	\$ 154,201	\$ 119,618	\$ 121,063	\$ 122,526	\$ 1,146,384
Vehicles from CIP												
Vehicles for City Use		\$ 1,423,377	\$ 982,175	\$ 1,408,242	\$ 1,500,841	\$ 1,097,587						\$ 6,412,222
Funding Needed less CIP		\$ (1,423,377)	\$ (946,345)	\$ (1,263,430)	\$ (1,353,737)	\$ (948,155)	\$ 151,798	\$ 154,201	\$ 119,618	\$ 121,063	\$ 122,526	\$ (5,265,838)
Cumulative		\$ (1,423,377)	\$ (2,369,722)	\$ (3,633,151)	\$ (4,986,888)	\$ (5,935,043)	\$ (5,783,245)	\$ (5,629,044)	\$ (5,509,427)	\$ (5,388,364)	\$ (5,265,838)	
Cumulative Funding Needed		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Appendix B. City of Rockville Linkage Fee Comparison Memorandum

To: Gavin Cohen, Finance Director
From: Michael Maker and David Hyder, MFSG
Re: City of Rockville Development Impact Fees Study,
Linkage Fee Memo

Date: April 27, 2009

This memorandum outlines various linkage fee programs currently in use by several municipalities around the country. This memo is intended to build upon our previous Affordable Housing Memo (which laid out the basis and structure of a linkage fee) dated September 16, 2007 and our subsequent discussions for the role that linkage fees may apply to the development impact fee study currently being completed by MFSG for the City. This memo summarizes the history and overall design of linkage programs set up by Boston, San Francisco, Sacramento and San Diego. MFSG has selected these municipalities because they each have successful well established linkage programs that provide us with good case studies that document best practices for developing and implementing linkage fee programs.

Boston, MA

In 1983, an “Advisory Group on Linkage between Downtown Development and Neighborhood Housing” was established to explore the creation of a linkage program for the City of Boston. This committee helped to implement a \$5.00 per square foot housing linkage fee levied on all new commercial development enacted. However, this fee was challenged by developers who claimed it was a tax, which Massachusetts municipalities are not allowed to create. Mayor Raymond Flynn, who took office in 1984, and his administration decided to continue to collect the fees and hold them in escrow until a legal decision could be made. In 1986, legislation was passed allowing the housing fee and creating a \$1.00 per square foot linkage fee for job training. At this time, the amount of time allowed to pay the fee for those in the downtown area was shortened from 12 to seven years (neighborhood developments still had 12 years to pay). Enabling legislation for this fee program was adopted by the Massachusetts Legislature as Chapter 371 of the Acts of 1987: An act authorizing certain actions by the City of Boston to mitigate the effects of new large-scale commercial real estate development (linkage).

In July 2000, Boston Mayor Thomas Menino filed a petition to increase linkage fees from \$5.00 to \$5.49 per square foot for housing and \$1.00 to \$1.09 per square foot for jobs. In September 2000, a new commission was set up to study Boston’s linkage program. This 25 member group included a mix of residents, development representatives, housing activists and City and State officials. The Commission, working with the Boston Redevelopment Authority, had their recommendations put into a home rule petition, raising linkage fees from \$5.49 to \$7.18 per square foot for housing and \$1.09 to \$1.44 per square foot for jobs. This linkage fee increase was subsequently adopted by the Massachusetts Legislature in December 2001. Also, the timeframe for payment of the fee was standardized at seven years for housing payments and two years for job payments. Funds collected for the housing and jobs linkage fees go into the Neighborhood Housing Trust and Neighborhood Jobs Trust, respectively.

Boston's linkage program requires developers of large-scale commercial, retail, hotel or institutional structures seeking zoning relief (most do) to pay a linkage fee. Fulfillment may be either through cash payment, direct creation of housing or job-training programs or a combination of cash and creation equal to the total amount due. Developments 100,000 square feet or less are exempt from the fee. Those greater than 100,000 square feet must only pay for the square footage beyond the 100,000 square foot threshold.

Housing payments in the "neighborhood" area are made over a seven year period (seven equal annual payments or paid in one present value installment) starting when the occupancy permit is issued or two years after the building permit is issued, whichever is earlier. Housing payments in the "downtown" area are also made over a seven year period starting when the building permit is issued. Jobs payments are made over a two year period starting when the building permit is issued for both "residential" and "downtown" areas.

Boston's linkage fee program has produced more revenue than any other linkage fee program in the country. Over \$81 million has been collected (helping to create or preserve over 6,000 units) for affordable housing from the linkage program since the beginning of 2005.

San Francisco, CA

San Francisco adopted a linkage program in 1981 that required developers to pay \$7.05 per square foot of new commercial office space. On March 11, 1999, a revised ordinance expanding the scope of development type fees was adopted by the Board of Supervisors as outlined in the Jobs-Housing Linkage Fee Ordinance (Section 313 of the San Francisco Planning Code). New fees, which are termed "inclusionary housing in-lieu fees", were also adopted on January 1, 2002 and again on September 7, 2007. With an amendment to Section 315.6 of the San Francisco Planning Code in 2007, the Jobs-Housing Linkage program is now indexed on the annual percent change in the Construction Cost Index (CCI), as published by Engineering News Report, for San Francisco. Fees are charged per gross square foot of net additional space and vary by type of development. Below are the fees by development type adopted on March 11, 1999, January 1, 2002, September 7, 2007 and July 15, 2008:

Development Type	Adopted Fee per Square Foot			
	March 11, 1999	January 1, 2002	September 7, 2007	July 15, 2008
Entertainment, Retail	\$10.57	\$13.95	\$18.55	\$18.62
Hotel	\$8.50	\$11.21	\$14.90	\$14.95
Office	\$11.34	\$14.96	\$19.89	\$19.96
Research and Development	\$7.55	\$9.97	\$13.25	\$13.30

The next fee schedule will be published in July 2009 based on the CCI for 2008.

Developments that do not fall under any of the categories above and developments that are less than 25,000 square feet (including the categories above) are exempt from the fee. The housing obligation of the developer can be met by constructing new affordable housing, converting non-

residential buildings to housing, rehabilitating existing housing stock or contributing to the City's housing trust fund or a low-income housing developer. Housing units must qualify as affordable housing for at least 50 years. Affordable housing is defined as an annual payment of all housing costs of 33 percent of combined household annual net income, a 10 percent down payment and available financing or rent that can be afforded for an annual payment of all housing costs of 30 percent of combined annual net income. Funds collected for the housing fees are deposited into the Citywide Affordable Housing Fund maintained by the City's Controller.

As of the year 2000, the City's linkage program has raised over \$36 million and produced about 4,600 affordable housing units.

Sacramento, CA

The Housing Trust Fund (HTF) Ordinance (Chapter 17.188 of the City Zoning Code) was passed by the Sacramento City Council in 1989 in order to collect monies to increase and improve the supply of affordable housing to households of low income (80 percent or below the median income), with priority given to very low income (50 percent or below the median income) households. In 1990, Sacramento County adopted a similar linkage program. In October 2004, the City Council approved an 81.3 percent increase in fees and automatic annual fee adjustments based on the San Francisco Construction Cost Index. However, notice about the fee increase was not publicized soon enough and significant adverse public testimony was heard at the Council meeting in November 2004. From that meeting, it was decided the fee would only be increased 44 percent effective December 2004 and up to the full 81.3 percent on July 1, 2005. Current fees detailed in Chapter 17.188 of the City of Sacramento's Zoning Code are as follows:

Type of Use	Fee/Building Square Feet
Office	\$1.84
Hotel	\$1.74
Research and development	\$1.56
Commercial	\$1.47
Manufacturing	\$1.15
Warehouse/office*	\$0.67
Warehouse	\$0.50

*Warehouse buildings with a minor portion (25% maximum) of the space improved for incidental office use.

Developers may also build affordable housing themselves for 80% of their obligation but must pay at least 20% of the fee to the HTF. These 20% fees range from \$0.10 for Warehouse to \$0.37 for Office. There is also a separate fee schedule for the North Natomas area of the City with fees as follows:

Type of Use*	Fee/Building Square Feet
Highway commercial	\$2.01
Community/neighborhood commercial	\$1.51
Office/business	\$1.51
M-50	\$1.28
M-20	\$1.06
Light industrial	\$0.82

* Each nonresidential development project will be subject to a fee which is based on the applicable North Natomas community plan land use category.

Housing fees for a development must be paid before a building permit will be issued. An applicant may also file for a variance to the fee in cases of financial hardship in which the project being developed would not be objectively feasible without an exemption or when little or no employment is created from the development.

As of December 2001, the City of Sacramento had raised over \$11 million and the County of Sacramento had raised over \$15 million. As of June 2001, the City and County obtained funds for over 1,000 and 1,200 units, respectively.

San Diego, CA

In 1990, the San Diego City Council created the San Diego Housing Trust Fund which collects housing impact fees on commercial development (linkage fees). The Housing Trust Fund and Inclusionary Housing in-lieu fees provide the two primary revenue sources for the San Diego Affordable Housing Fund. While, by law, at least 60 percent of the Housing Trust Fund must be used to build affordable housing for lower income households (mainly those with incomes of 50% or less of the median), up to 40% may be used to rehabilitate older housing, assist first-time home buyers and provide transitional housing. Part of the fund also goes to administration and helping nonprofit developers. All new commercial or industrial construction, additions or interior remodeling that changes the use of a structure is charged a housing impact fee as follows:

Type of Use	Fee/Building Square Feet
Office and comparable uses	\$1.06
Research and development space	\$0.80
Hotels, Retail, Manufacturing	\$0.64
Warehouses	\$0.27

As of June 30, 2006, the San Diego Housing Trust Fund, through development, rehabilitation or purchase, has created over 7,700 housing opportunities from an investment of over \$65 million. As of the same date, the San Diego Inclusionary Housing Fund has created over 500 housing opportunities from an investment of over \$1.7 million.

Rockville Scenario

MFSG was requested to estimate the potential amount of revenue that would be generated based on the planned development within the City. As an example of the amount of revenue the City of Rockville could generate by implementing a linkage fee, the following scenario has been developed.

Pertaining to the City, non-residential projects that are in the pipeline for the next five years (2009-2013) include approximately 860,000 square feet of office, 87,000 square feet of retail and 82,000 square feet of industrial space. Levying an arbitrary \$3.00 per square foot linkage fee (while more than what Sacramento and San Diego charge, it is considerably less than that of Boston and San Francisco) for affordable housing on the total square footage (1,029,000) for non-residential developments in the pipeline generates \$3.09 million. This “back of the envelope” approach does not take into consideration any exemptions that may be given for small businesses or any possible donations from the developers of these projects. It must be noted that the accurate calculation of a linkage fee for the City of Rockville cannot be determined until a linkage fee program has been successfully designed and created. Assuming the City generated revenue of approximately \$3.09 million over the next four years and assuming that the City could make housing affordable (either through buy-down or construction) for \$200,000 per home, the City would be able to provide approximately 15 homes over the next five years.

Conclusion

While linkage fees throughout the country may vary by name and structure, the underlying definition and nexus of the charge remains the same: a fee levied on a per square foot basis charged to developments in order to fund housing for the employees who work at such establishments. As displayed in practice by many jurisdictions throughout the country, a linkage fee program, if properly established and supported by the local community, can be a successful instrument in generating revenue for the development of affordable housing. It is important to note however, that depending on the actual calculated linkage fee and the amount of commercial development that takes place, the actual amount of revenue and ultimately the amount of affordable housing made available may be limited.

We need to stress that we are not attorneys and cannot provide legal opinions pertaining to the legality of linkage fees in the State of Maryland. The jurisdictions researched in this memo are provided solely on a case study basis. The municipalities in which these linkage fee programs have been set up had the legal basis to do so. Before proceeding with the design and creation of any sort of linkage fee program in the City of Rockville, the legality of such a program should be confirmed with the City’s attorney.

As attachments to this document are the ordinances or enabling legislations for each of the municipalities researched for the memorandum. Links to these documents are also provided below:

Boston

"1987 Chapter 0371. An Act Authorizing Certain Actions By The City Of Boston To Mitigate The Effects Of New Large-scale Commercial Real Estate Development (linkage)." State Library of Massachusetts. City of Boston. 21 Apr 2009 <<http://archives.lib.state.ma.us/actsResolves/1987/1987acts0371.pdf>>.

San Francisco

"SEC. 313. Housing Requirements For Large-Scale Development Projects." SFGOV. City of San Francisco. 21 Apr 2009 <<http://www.municode.com/Resources/gateway.asp?pid=14139&sid=5>>.

Sacramento

"Chapter 17.188 Housing Trust Fund (HTF) Program." Sacramento City Code. City of Sacramento. 21 Apr 2009 <http://www.qualitycodepublishing.com/codes/sacramento/view.php?topic=17-vi-17_188&showAll=1&frames=on>.

San Diego

"Chap 09 Art 08 Div 05, San Diego Housing Trust Fund." San Diego Municipal Code. City of San Diego. 21 Apr 2009 <<http://docs.sandiego.gov/municode/MuniCodeChapter09/Ch09Art08Division05.pdf>>.

"Chap 09 Art 08 Div 06, Housing Impact Fees on Commercial Development." San Diego Municipal Code. City of San Diego. 21 Apr 2009 <<http://docs.sandiego.gov/municode/MuniCodeChapter09/Ch09Art08Division06.pdf>>.